

From: Jennifer Robyn Fairfax-Ross [REDACTED]
Sent: Tuesday, 19 January 2016 10:36 AM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

The WestConnex will not solve Sydney's traffic issues; the Environmental Impact Statement itself demonstrates, that even with construction of the full project, travel times in our community will only improve by as little as 30 seconds whilst, in other areas, traffic on suburban streets will increase by almost as much as 50%.

Spending \$17bn of taxpayer money on an infrastructure project that is not part of an integrated transit policy is just plain irresponsible.

The EIS demonstrates that the number of vehicles that will access the WestConnex road network is significantly lower than expected due to excessive tolling. This will mean more cars on suburban streets trying to find short cuts. Streets in our community are already in effect standing carparks; they just can't take additional traffic.

The impact of the WestConnex is such that it isn't just cars and private traffic which will experience ongoing gridlock, the EIS also shows that this project will severely hamper bus services, increasing travel time by over 20% in some instances. For those people who lessen the overall traffic burden by utilising public transport, this project is a punishing concern.

The WestConnex will result in the clearing of countless homes, and will severely affect parts of the community, destroying the amenity of residents in places like Euston Road.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Erskineville and Alexandria, not to mention other areas, such as to the inner city or to the east.

I would like the following issues in the EIS addressed:

- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Jennifer Robyn Fairfax-Ross

Sydney NSW 2015, Australia

From: Ros Page [REDACTED]
Sent: Tuesday, 19 January 2016 10:29 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional.

It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways or further widen roads are worthless.

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so independent traffic planners can test its results.

I object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

I object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.

I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

I object to a consultation period being held during January when schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

A whole community at St Peters will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

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Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Ros Page

Sydney NSW 2206, Australia

From: S G [REDACTED]
Sent: Tuesday, 19 January 2016 10:24 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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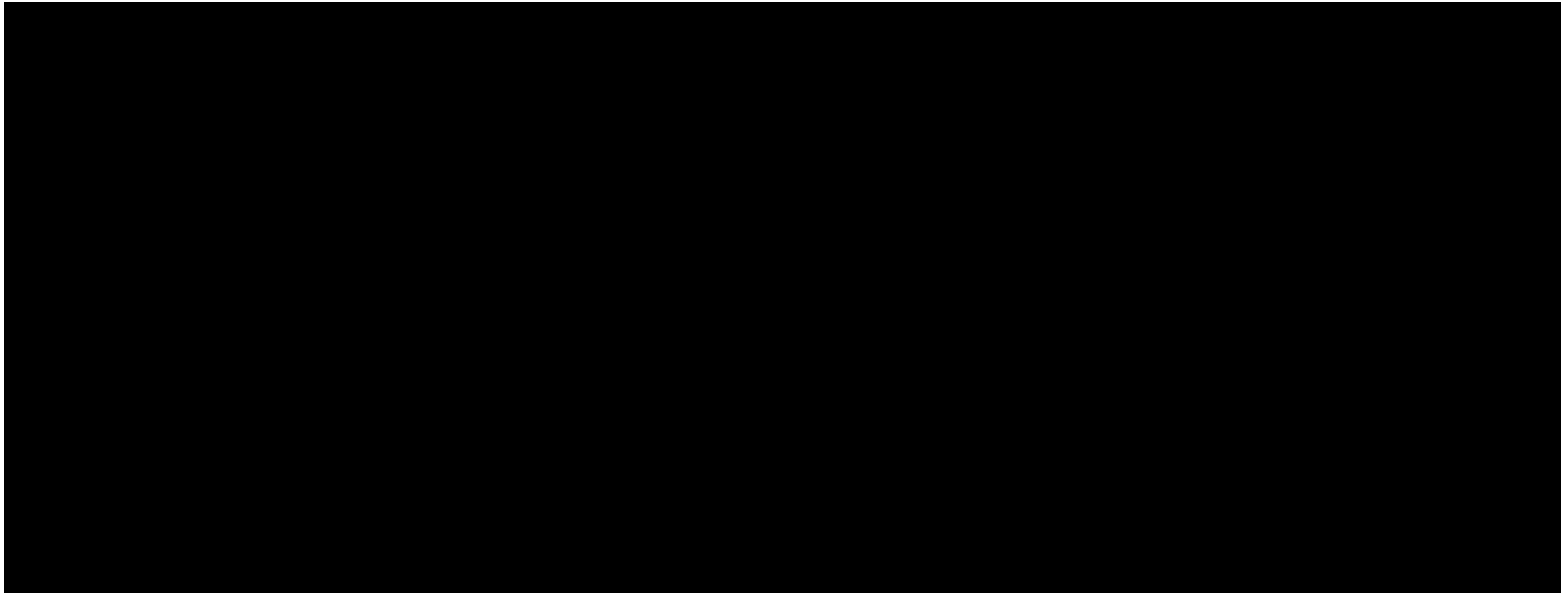
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Yours sincerely,

S G

Sydney NSW 2045, Australia



From: Annie sykes [REDACTED]
Sent: Tuesday, 19 January 2016 10:15 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Annie sykes

Sydney NSW 2043, Australia

From: Elizabeth Bell [REDACTED]
Sent: Tuesday, 19 January 2016 10:13 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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Yours sincerely,

Elizabeth Bell

Sydney NSW 2137, Australia

From: Talina Hurzeler [REDACTED]
Sent: Tuesday, 19 January 2016 10:12 AM
To: DPE CSE Information Planning Mailbox
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Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

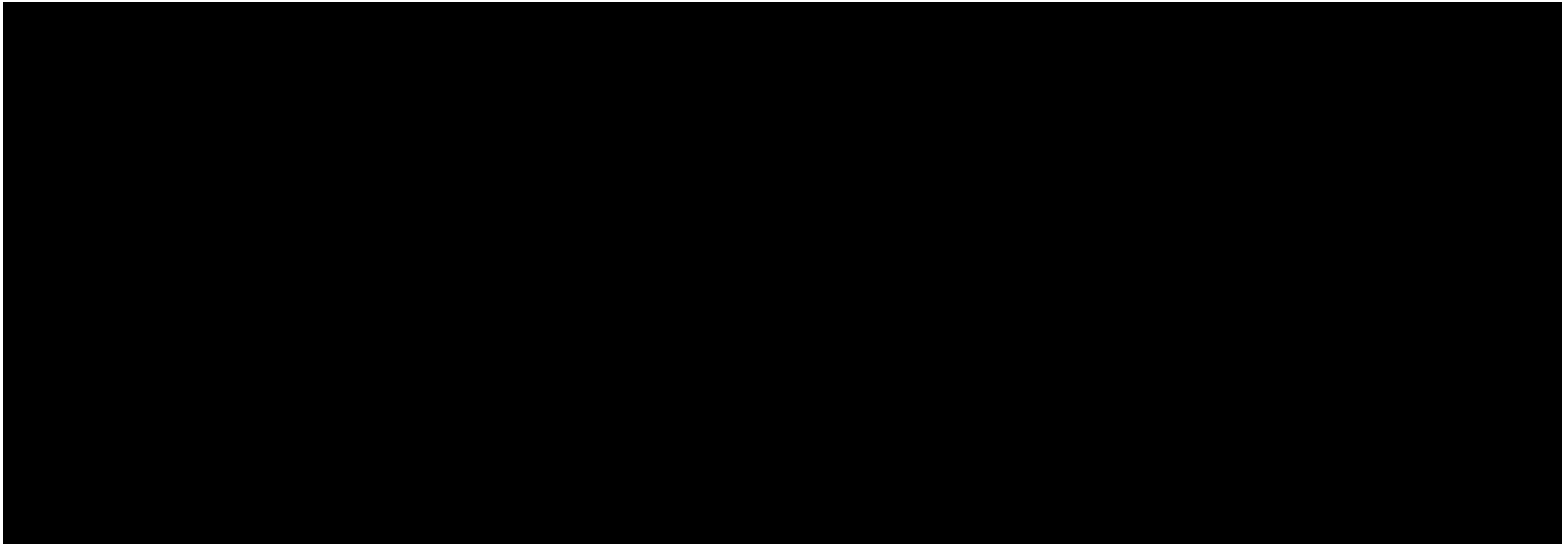
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Yours sincerely,

Talina Hurzeler

Sydney NSW 2044, Australia



From: Catherine Burney [REDACTED]
Sent: Tuesday, 19 January 2016 10:10 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional.

It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so independent traffic planners can test its results.

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I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

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I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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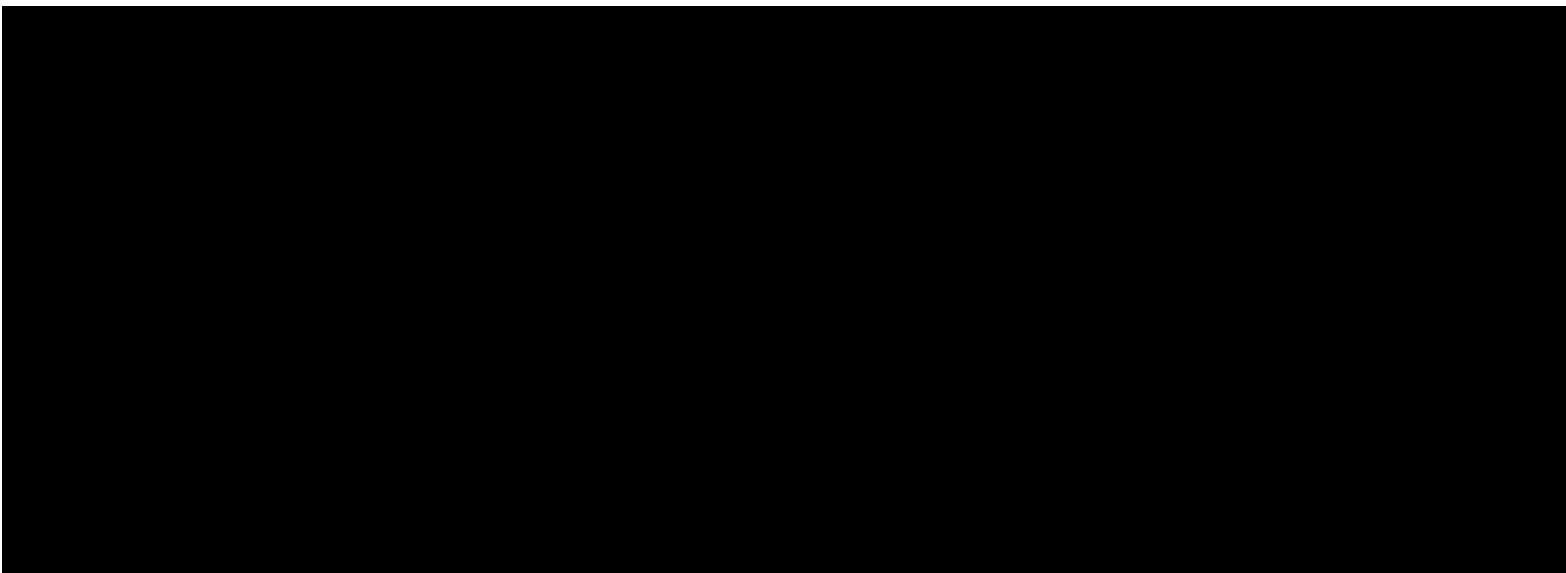
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Yours sincerely,

Catherine Burney

Sydney NSW 2204, Australia



From: Peter Cassidy [REDACTED]
Sent: Tuesday, 19 January 2016 10:09 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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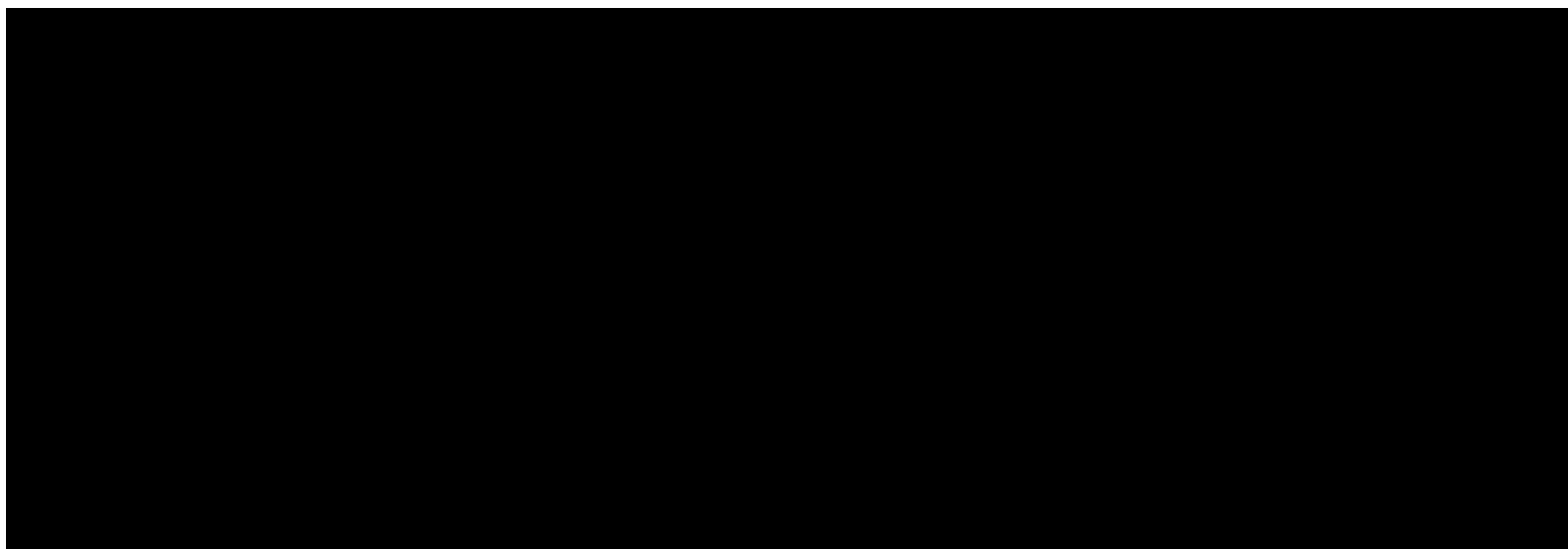
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Yours sincerely,

Peter Cassidy

Sydney NSW 2031, Australia



From: helen bryant [REDACTED]
Sent: Tuesday, 19 January 2016 10:07 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

Development along Parramatta Road through 19th and 20th century has produced an ad hoc i.e. UNPLANNED ribbon development - a mix of residential, car sales yards and light industry on larger than residential blocks.

The current Westconnex project consolidates this pattern which greatly benefits developers who are currently putting up high rise residential blocks all along Parramatta Rd. Local councils abutting Parramatta Rd have zoned these car yard spaces as 'Enterprise Zone'. The result of this scramble to develop these spaces will be a Parramatta Rd man made canyon of high rise stretching from Sydney city CBD to Parramatta CBD. The developers are already wallowing in rewards, the taxpayers will bear the brunt of the unregulated high rise development for the foreseeable future. Not what anyone would call 'planning'.

There is little opportunity for planning for the unfortunate residents of these blocks for town planning infrastructure support. They will not have green space, doctors, schools, children based activities, shops etc. They will be destined to use fossil fuel based public transport if any or forced to use private transport.

This is a town planners nightmare!

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

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Yours sincerely,

helen bryant

Sydney NSW 2134, Australia

From: Maria Soria [REDACTED]
Sent: Tuesday, 19 January 2016 10:05 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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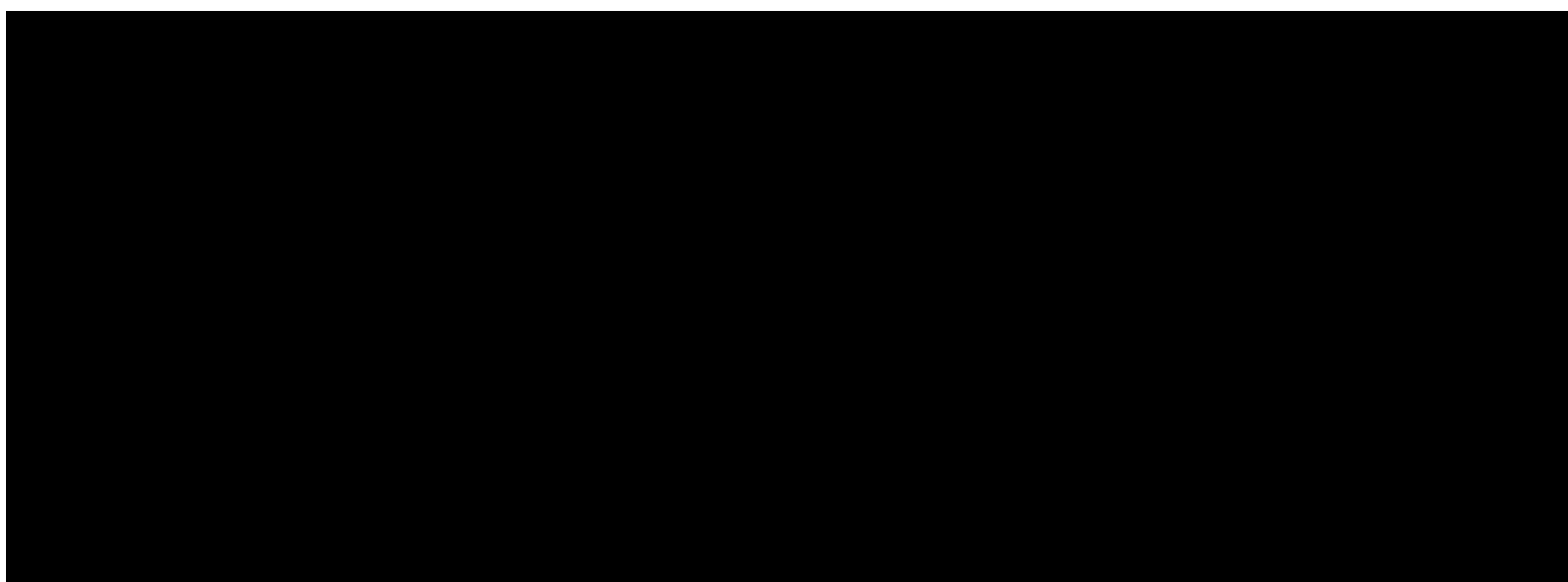
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Yours sincerely,

Maria Soria

Sydney NSW 2040, Australia



From: David Sciascia [REDACTED]
Sent: Tuesday, 19 January 2016 10:03 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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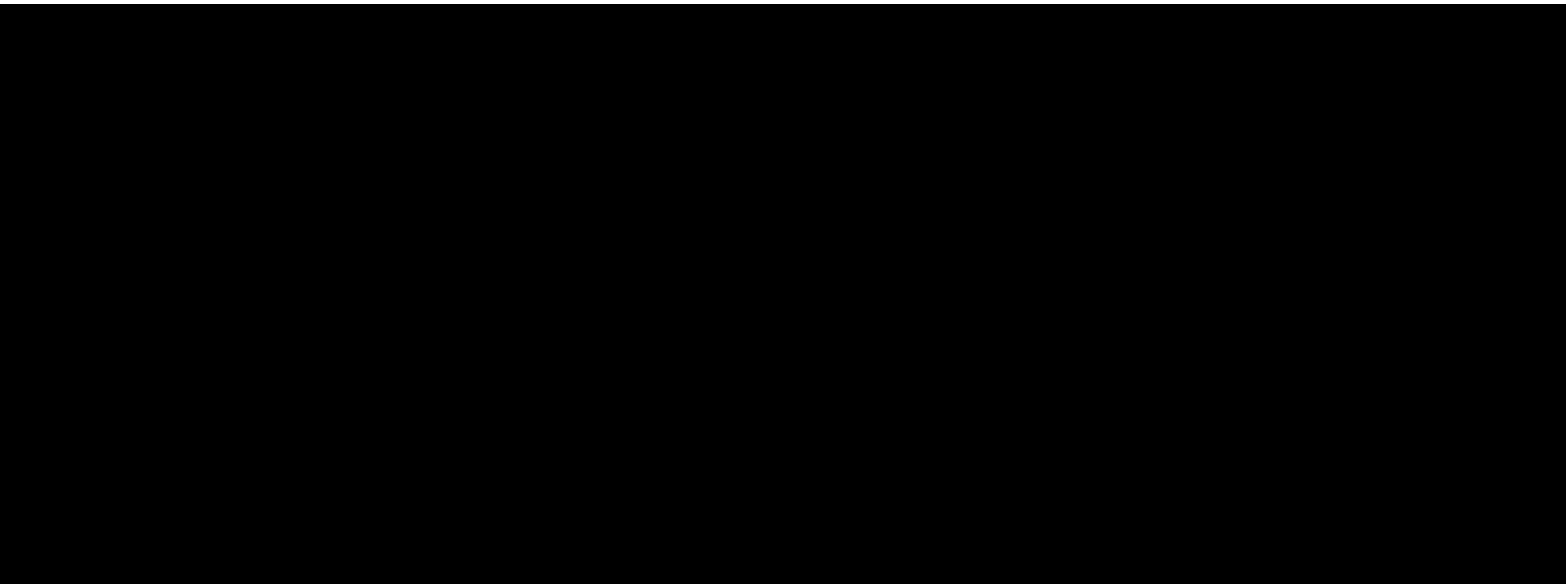
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Yours sincerely,

David Sciascia

Darlinghurst NSW 2010, Australia



From: Denise Farlow [REDACTED]
Sent: Tuesday, 19 January 2016 10:01 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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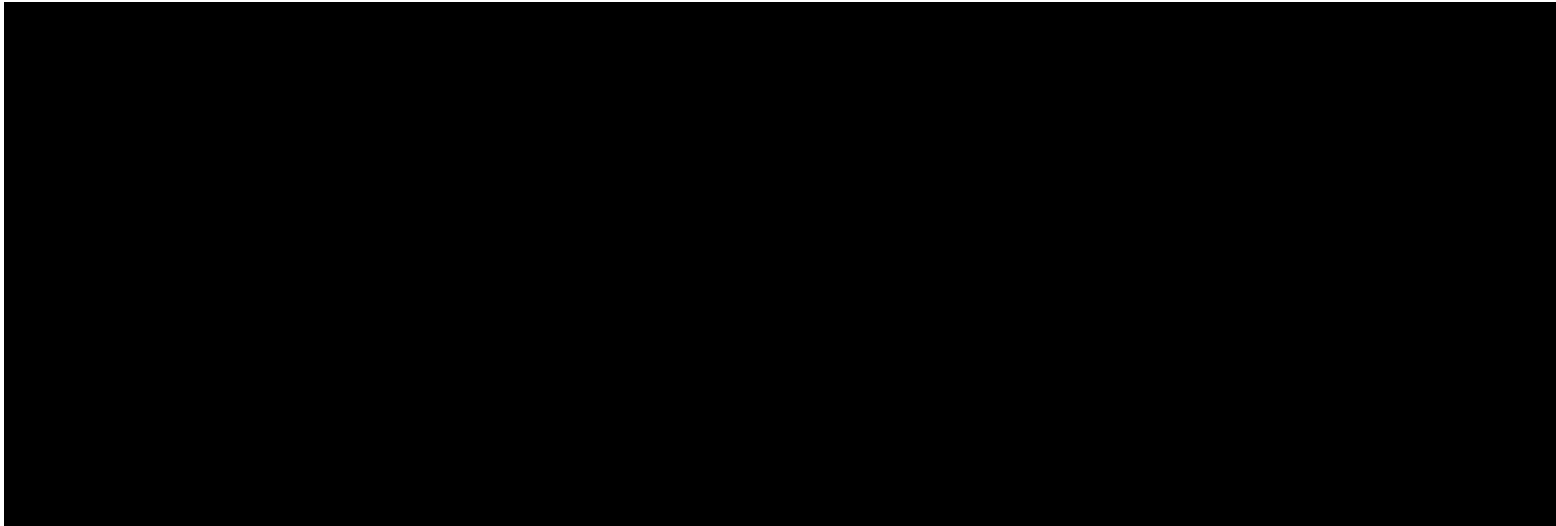
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Denise Farlow

Newtown NSW 2042, Australia



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Sent: Tuesday, 19 January 2016 10:01 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

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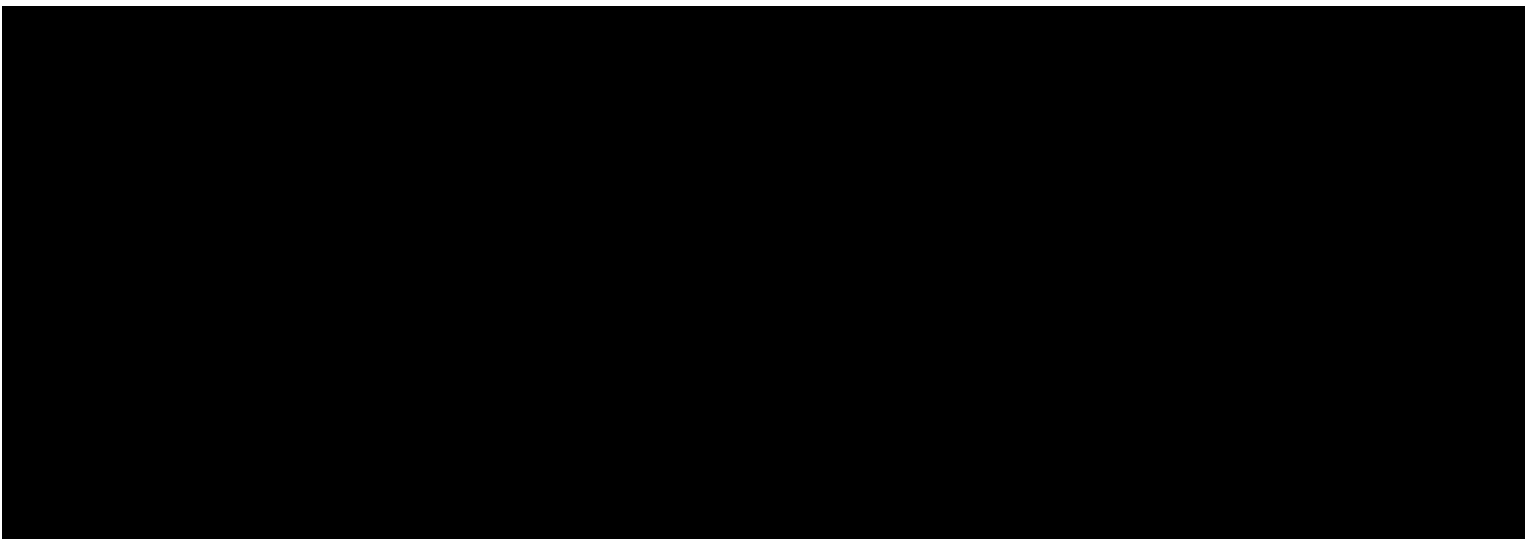
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Galen Lewis



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Richard Does

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

I object to the manner in which the Interchange interfaces with Sydney Park. Sydney park should be considered the primary public asset, secondary to roads. Much of the interchange could be underground, and the footprint reduced substantially. Sydney park could actually be increased in size to the south rather than being reduced as is currently proposed.

Sydney Park should be protected from vehicle noise and pollution, and should have interfaces with adjacent neighbourhoods improved, not diminished by increased road widths.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

From: Daniel Kontista [REDACTED]
Sent: Tuesday, 19 January 2016 12:35 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Lets all look at Los Angeles for examples of how more freeways just don't work. Have additional freeways worked here? No, everytime additional lanes are added to M1, M2, M4 or M5, within 6 months these freeways are beyond capacity once more. Please re-think the interchange as it will just become a carpark like most of our freeways are already. Better public transport is the answer.

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instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

This proposal will do nothing other than destroy communities, disrupt families and lifestyle for hundreds of people, yet DO NOTHING TOWARDS PLANNING FOR THE FUTURE OF SYDNEY. TRAFFIC CHAOS WILL MULTIPLY WHILE THIS GREEDY UNSCRUPULOUS DEVELOPER RAKES IN MILLIONS OF DOLLARS. Wake up and listen to us!!!!

Yours sincerely,

M Doyle

Sydney NSW 2040, Australia

From: Anne Connolly [REDACTED]
Sent: Tuesday, 19 January 2016 12:26 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Anne Connolly

Sydney NSW 2040, Australia

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Sent: Tuesday, 19 January 2016 12:25 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Jacqui Love

New South Wales 2785, Australia



From: Andrew Hutchinson [REDACTED]
Sent: Tuesday, 19 January 2016 12:24 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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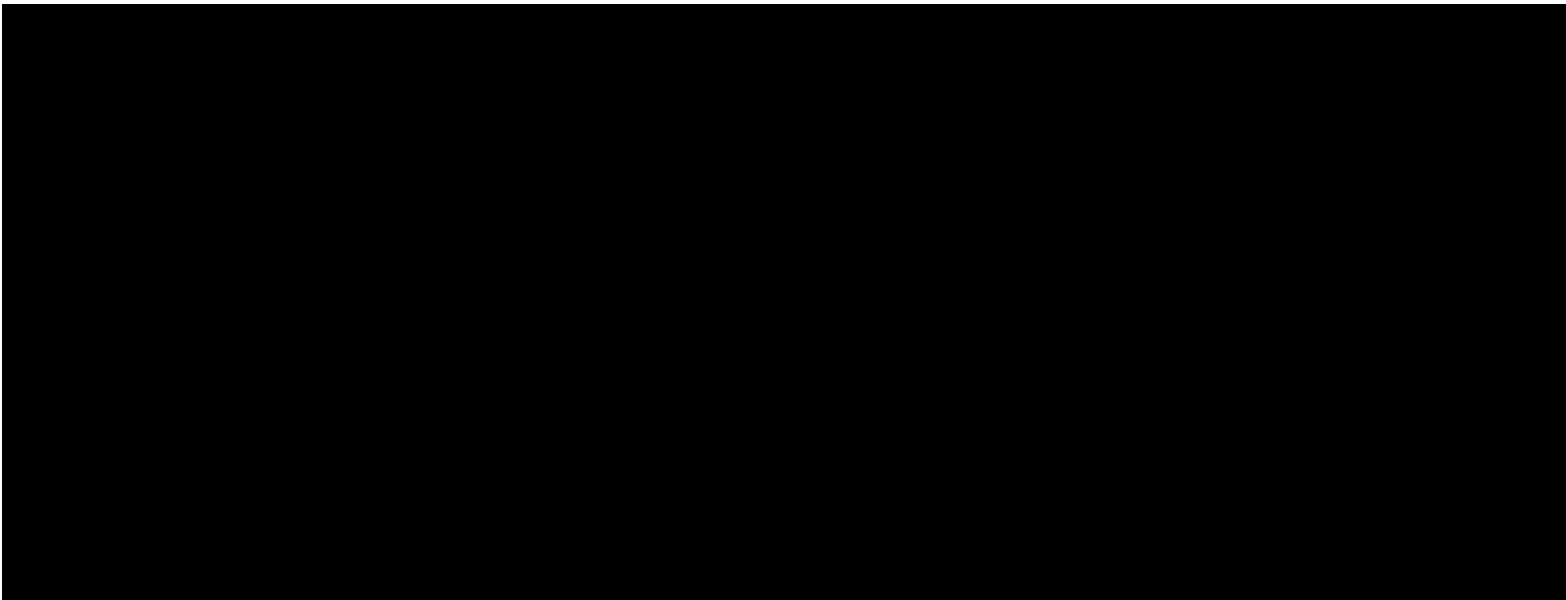
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Yours sincerely,

Andrew Hutchinson

Sydney NSW 2040, Australia



From: Paul Hooker [REDACTED]
Sent: Tuesday, 19 January 2016 12:21 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Paul Hooker

Sydney NSW 2046, Australia

From: Sarah Marsden [REDACTED]
Sent: Tuesday, 19 January 2016 12:14 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M5 SSI 14_6788

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I strongly object to the proposed WestConnex New M5 and the entire WestConnex of which this project is a part.

I recognise there is pressure on several NSW Departments, including Planning and the Environment, to approve this project, particularly as numerous contracts have been let ahead of this EIS being published. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

This project and the entire WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk.

In relation to this specific proposal, I also wish to raise a number of specific concerns, which are as follows.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS, including Green Square, Ashmore, Waterloo Estate and Central 2 Eveleigh. With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that this EIS has factored in this huge increase in density.

However, the EIS clearly demonstrates that the traffic on roads around the St Peters Interchange will deteriorate as a result of WestConnex, as well as already heavily congested roads in Bexley, Rockdale and Brighton-Le-Sands.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Traffic on Stoney Creek Road was forecast to increase by 74 percent, with a total of 2280 big truck movements a day — three times more than now.

Meanwhile, even this EIS projects that the existing M5 and New M5 combined will end up taking less traffic now than the Cross City Tunnel, which was a financial disaster. This is because even the proponents know that commuters will be unwilling to pay \$6 each way to use either of these toll roads, which is in line with figures in WestConnex's Updated Strategic Business Case that show for almost all of potential users, the value of time saved is less than the cost of using WestConnex.

What is even more worrying is that the proponent now concedes that it cannot make its traffic model work without other, unfunded toll road projects. What happens if or when these projects do not proceed? This EIS does not say, so the public does not have a chance to form a view or comment.

This project will carve 11,000 square metres from Sydney Park permanently, and even more land for 24/7 construction compounds. It will destroy parts of the M5 Linear Park that residents fought so hard to build, including critically endangered forest; Beverly Grove Park; Camdenville Park; and other green spaces and parks. This damage will be deeply felt, because many of areas along the route already have among the lowest amounts of public open space per person in Australia. The EIS makes no attempt to assess this impact.

This project would see the destruction of flora and fauna that the NSW Government is legally obliged to protect, including the endangered Green and Golden Bell Frog colony at Kogarah Golf Club and the critically endangered Cooks River Castlereagh Ironbark Forest at Kingsgrove/Beverly Hills.

Many residents along the proposed route are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen. I note that there is no safe level of exposure to fine particulate matter, and I wholeheartedly reject any project that would sacrifice the health of some citizens in order to deliver unproven and highly disputed 'benefits' to others.

The New M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next 10 years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur, and conflicting information on possible mitigation strategies. Many of these are simply pushed out into the future,

such as mitigation for the destruction of the critically endangered Cooks River Castlereagh Ironbark Forest, and the degradation of Sydney's biodiversity and environment that will result.

Roads, especially tunnels, are expensive, and move relatively few people – perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the New M5 not to proceed and for your department to reject this proposal. As a NSW taxpayer, I want better value for money. And as a resident of Sydney, I want solutions that actually increase our city's liveability, mobility and sustainability, rather than actively decrease it as this project will.

I expect that my submission will be published in accordance with the undertaking on your website and that you will provide a written response to my objections.

Yours sincerely,

Sarah Marsden

From: john de lange [REDACTED]
Sent: Tuesday, 19 January 2016 11:55 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional.

It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways or further widen roads are worthless.

As per usual this government has short term solutions,has anybody

tried to leave Sydney Airport over the Christmas period????

This could give you the insight as to what we are in for..

total gridlock.....passengers walking on roadways/ramps to catch flights..how about taking the surcharge off the rail line to the airport..

for starters

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so independent traffic planners can test its results.

I object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

I object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.

I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals

and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

I object to a consultation period being held during January when schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

A whole community at St Peters will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to

unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

john de lange

Sydney NSW 2015, Australia

From: Erika Pidcock [REDACTED]
Sent: Tuesday, 19 January 2016 11:27 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that the Westconnex will meet its goals. It should be rejected on that basis alone.

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I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so independent traffic planners can test its results.

I object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.

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I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

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The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

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I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Building of large road projects like that of WestConnex belongs to the last century. Extension of Public transport networks are much more effective and efficient in people transport.

Yours sincerely,

Erika Pidcock

Sydney NSW 2042, Australia

From: Cath O'Brien [REDACTED]
Sent: Tuesday, 19 January 2016 11:21 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Cath O'Brien

Sydney NSW 2042, Australia

From: Christine Crowe [REDACTED]
Sent: Tuesday, 19 January 2016 11:14 AM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Christine Crowe

Sydney NSW 2204, Australia

From: mary wong [REDACTED]
Sent: Tuesday, 19 January 2016 1:49 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

1. The enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore; the failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.
2. Billions of dollars of construction contracts have been let before this EIS was lodged.
3. No business case was released until late in 2015. It has now been released but has so many redactions that it can't be independently assessed.
4. A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.
5. A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project.
6. AECOM being paid \$13 million to do this EIS after it has paid out millions for poor traffic modelling and has a conflict of interest due to its other WestConnex contracts.
7. A failure to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways are worthless.
8. An inadequate air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness.
9. WestConnex's failure to assess correctly and handle responsibly asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. Given its failure to identify much asbestos along the M4 during an EIS, its contamination analysis for the New M5 must not be accepted at face value.
10. A failure to consult genuinely with the community.
11. A failure to seriously analyse alternatives to WestConnex in this EIS, including public transport combined with other options that would be a better use of \$16.8 billion.
12. Increased greenhouse emissions that would be caused by the project; The EIS fails to analyse alternatives apart from 'doing nothing' that would have far less impact on emissions.

13. Destruction of hectares of green space across the entire WestConnex project, including critically endangered Cooks River Ironbark forest at Kingsgrove and parts of Sydney Park.
14. The impact of hundreds of diesel trucks, dust and noise on communities including schools across the whole project. The cumulative effect of these should be added to the same problem with the M4 East.
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17. The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines.
18. Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

mary wong

From: Greta Werner [REDACTED]
Sent: Tuesday, 19 January 2016 1:47 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

1. My children's school is near a proposed exhaust stack. No child should have to suffer breathing problems from car and truck pollution, but this affects me personally.

The enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore; the failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.

Billions of dollars of construction contracts have been let before this EIS was lodged.

No business case was released until late in 2015. It has now been released but has so many redactions that it can't be independently assessed.

A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.

5. A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project.
6. AECOM being paid \$13 million to do this EIS after it has paid out millions for poor traffic modelling and has a conflict of interest due to its other WestConnex contracts.
7. A failure to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways are worthless.
8. An inadequate air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness.
9. WestConnex's failure to assess correctly and handle responsibly asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. Given its failure to identify much asbestos along the M4 during an EIS, its contamination analysis for the New M5 must not be accepted at face value.
10. A failure to consult genuinely with the community.

11. A failure to seriously analyse alternatives to WestConnex in this EIS, including public transport combined with other options that would be a better use of \$16.8 billion.
12. Increased greenhouse emissions that would be caused by the project; The EIS fails to analyse alternatives apart from 'doing nothing' that would have far less impact on emissions.
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17. The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines.
18. Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Greta Werner

Sydney NSW 2216, Australia

[REDACTED]

From: Adara Campbell [REDACTED]
Sent: Tuesday, 19 January 2016 1:47 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

1. The enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore; the failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.
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3. No business case was released until late in 2015. It has now been released but has so many redactions that it can't be independently assessed.
4. A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.
5. A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project.
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I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Adara Campbell

Sydney NSW 2042, Australia

From: Rod Yates [REDACTED]
Sent: Tuesday, 19 January 2016 1:44 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

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I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Rod Yates

Sydney NSW 2040, Australia

From: Jane Sharp [REDACTED]
Sent: Tuesday, 19 January 2016 1:39 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

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I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Jane Sharp

Sydney NSW 2204, Australia

From: [REDACTED]
Sent: Tuesday, 19 January 2016 1:33 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

[REDACTED]

[REDACTED]

From: Catherine Gemmell [REDACTED]
Sent: Tuesday, 19 January 2016 1:30 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

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From: Peter Humble [REDACTED]
Sent: Tuesday, 19 January 2016 1:20 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

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Yours sincerely,

Peter Humble

Sydney NSW 2015, Australia

From: roseanne bonney [REDACTED]
Sent: Tuesday, 19 January 2016 1:19 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

roseanne bonney

Sydney NSW 2040, Australia

From: Amy Wilson [REDACTED]
Sent: Tuesday, 19 January 2016 1:12 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

1. The enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore; the failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.
2. Billions of dollars of construction contracts have been let before this EIS was lodged.
3. No business case was released until late in 2015. It has now been released but has so many redactions that it can't be independently assessed.
4. A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.
5. A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project.
6. AECOM being paid \$13 million to do this EIS after it has paid out millions for poor traffic modelling and has a conflict of interest due to its other WestConnex contracts.
7. A failure to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways are worthless.
8. An inadequate air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness.
9. WestConnex's failure to assess correctly and handle responsibly asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. Given its failure to identify much asbestos along the M4 during an EIS, its contamination analysis for the New M5 must not be accepted at face value.
10. A failure to consult genuinely with the community.
11. A failure to seriously analyse alternatives to WestConnex in this EIS, including public transport combined with other options that would be a better use of \$16.8 billion.
12. Increased greenhouse emissions that would be caused by the project; The EIS fails to analyse alternatives apart from 'doing nothing' that would have far less impact on emissions.

13. Destruction of hectares of green space across the entire WestConnex project, including critically endangered Cooks River Ironbark forest at Kingsgrove and parts of Sydney Park.
14. The impact of hundreds of diesel trucks, dust and noise on communities including schools across the whole project. The cumulative effect of these should be added to the same problem with the M4 East.
15. The wholesale destruction of valued heritage buildings in St Peters & elsewhere.
16. The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which are unlikely to survive the tollway's construction and operation.
17. The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines.
18. Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Amy Wilson

Australia, Cdad. Autónoma de Buenos Aires, Argentina

From: Ruth McAfee [REDACTED]
Sent: Tuesday, 19 January 2016 1:09 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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4. A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.
5. A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project.
6. AECOM being paid \$13 million to do this EIS after it has paid out millions for poor traffic modelling and has a conflict of interest due to its other WestConnex contracts.
7. A failure to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways are worthless.
8. An inadequate air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness.
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I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Ruth McAfee

Sydney NSW 2049, Australia

From: Miguel Heatwole [REDACTED]
Sent: Tuesday, 19 January 2016 1:04 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I object to the above mentioned project as I do to WestConnex in its entirety. I urge you to reject it on the basis of the environmental impact statement (EIS) which I believe to have been released over the holiday period in a cynical attempt to lessen criticism of a severely flawed project. I request that the consultation period be extended by at least two months.

I ask that you publish this submission and provide a written response to each of the objections outlined below.

The New M5 will increase the number of vehicles crowding into suburbs along its path. Some suburban roads will be impacted by traffic increases of up to 1,000% thus unacceptably lowering the quality of life of local residents.

I find it objectionable that the EIS has not consulted the business community in Newtown and other Inner West suburbs whose livelihoods are threaten by increased traffic. I share the view with those enterprises that there is no value or integrity in any promise from the projects proponents that roads will not be further widened and clearways imposed.

I object to the dismissive attitude taken by the EIS to public transport alternatives. It's approach is wholly inadequate and lacks any objectivity.

I object to the Sydney Motorway Corporation's concealing of the assumptions upon which it has based its traffic modelling and of any peer review of the same. It would seem they are not confident that it would stand up to scrutiny from independent planners.

I further object to the EIS ignoring the published evidence presented by independent traffic and planning experts who argue that WestConnex will not meet its goals.

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

I object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.

I object to the removal of 7 hectares of habitat from one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

A whole community at St Peters will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal.

Yours sincerely,

Miguel Heatwole

Sydney NSW 2038, Australia



From: Anne Picot [REDACTED]
Sent: Tuesday, 19 January 2016 1:07 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

(1) When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will have to disperse in tiny local streets and/or Edgeware and Enmore Rds and King St. All of these latter roads are severely congested in peak hours especially in the mornings. Accordingly additional vehicle traffic must end up in our tiny suburban streets.

(2) The rationale for widening of Euston Rd, apparently to provide additional routes away from the M5 St Peters exit, is particularly opaque, as it is apparently premised on the hope that this traffic is not going to the city but will disperse at Huntley St or at Maddox or Harley Sts, to go where? As the widened Euston road apparently goes from 7 lanes to 4, this seems like tailor-made for severe congestion or significant additional traffic in the narrow streets of Alexandria.

(3) Beside the impact of widening the road to come extraordinarily close to residences, with all the noise and exhaust fumes, the large, increased expanse of road surface replacing the existing established trees will massively increase the heat island effects after removing trees which mitigate that effect. This aspect of the outsize St Peters Interchange is not addressed at all by the EIS.

(4) The additional pollution from the increased mass of traffic which includes heavy vehicles, apparently the critical purpose of the new M5 to replace the old M5 which has proved to be unsuitable for trucks, is inadequately dealt with by the M5 EIS. It is an outrage that Premier Mike Baird deliberately rejected the World Health Organisation's standard for quantity of particulates and air quality which were proposed for the new national standard and adopted by Victoria and South Australia. The consequence will be to expose all the residences, parks and other green spaces, schools and child care centres, the community centres and other facilities and the cycle and footpaths within 10 - 50 metres of the M5 roads to increased pollution from those vehicles when diesel exhaust is classified as a carcinogenic pollutant. It will make our tiny suburban streets unsuitable for active transport, especially walking. The evident attitude is that we who live around St Peters, Tempe and Alexandria are just necessary collateral damage.

(5) I object to the fact that the EIS ignores the published work of independent traffic and planning experts who have presented evidence-based critiques which show that the whole Westconnex project will fail to meet its goals. Their critiques have not been considered and publicly responded to, so the assurances of the traffic analysts we have put questions to at the information sessions are unconvincing and frequently patronising as we are told we wouldn't be able to understand the traffic modelling.

This is compounded by the decision to limit the assessment footprint for the M5 EIS so that when we question what happens outside that footprint we are fobbed off with the statement that "it's outside the assessment area". This, combined with the failure to present any detailed design so it is possible to see the actual impact on our streets is a failure to meet the statutory requirements to undertake a detailed environmental assessment of the proposed stage 2 (M5).

(6) I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways or further widen roads are worthless.

(7) I strongly object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use. The utter failure to consider any public transport alternative for the anticipated volumes of traffic suggests that the planning for the entire project was based on decades-old transport models and undertaken in abstract without collection of current information about who and what is using the existing M4 and M5 and assessment of future economic activity.

(8) I object to hundreds of trucks 24 hours a day at a rate (eg at Canal Rd junction with the Princes Highway at one truck every 2 minutes) for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected. I particularly object to 24 hour a day operations when the St Peters and Sydenham areas are already subjected to aircraft noise from 6.00 am to 11.00 pm every day. When on earth are people allowed to sleep in peace?

(9) I object to the lack of information about how the construction compounds/zones will interfere with existing pedestrian and cycle routes to local facilities including the Marrickville Metro. This is on top of the loss, both temporary and permanent, of 100s of parking spots in an area where competition for parking space is intense and often rancorous.

(10) The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities, especially the critically endangered Cooks River clay plain iron bark forest and one of the remaining viable Green and Golden bell Frog colonies for a new tollway because its old project has failed to solve congestion. This makes the system of environmental conditions meaningless. The route at the very least should be amended to avoid this callous destruction.

(11) I object to the fact that the community consultation for the New M5 has been tokenistic, to say the least. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals does not amount to community consultation. The Community Feedback report is misleading. A whole community at St Peters will be disastrously impacted by this project. The severe psychological, monetary and social distress caused by the forced acquisition of people's homes and businesses by a process which has been assessed as unfair to property owners is just dismissed in one line in the EIS. The social impact study itself is cursory and even less detailed than the substandard one done for the WestConnex M4 East. This should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

(12) And I object to a consultation period which began just before the Christmas holiday period and will conclude at the end of that holiday period on 29 January because residents are away, schools are closed, and many local government staff are on holidays. This adds to the sense of cynical contempt hanging over the entire EIS process for the M4 and M5.

We are left with the indelible impression that the Baird government is determined to build this monument to 1950s transport thinking regardless of alternatives or the objections of the residents affected and the impact on the taxpayers of NSW who will pay for this disaster for decades to come.

At the very least, given the size of the EIS documents, the consultation period should be extended until March 2016. If this is rejected because the approvals are needed by February - March then we have to conclude that the Baird government does not accept the legitimacy of the EIS process any more than it considers that there could be alternatives to this monstrous roadway.

When the federal government has taken away billions of dollars from funding for health and education it is an insult to watch \$16.8 billion spent on a project which will not meet its objectives and will cause a swathe of destruction across Sydney communities, human and flora and fauna.

I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

Anne Picot

[REDACTED]

St Peters

Sydney NSW 2044, Australia

[REDACTED]

From: Elizabeth Mahony [REDACTED]
Sent: Tuesday, 19 January 2016 12:55 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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4. A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.
5. A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project.
6. AECOM being paid \$13 million to do this EIS after it has paid out millions for poor traffic modelling and has a conflict of interest due to its other WestConnex contracts.
7. A failure to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways are worthless.
8. An inadequate air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness.
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I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Elizabeth Mahony

Sydney NSW 2015, Australia

From: Lorrie Graham [REDACTED]
Sent: Tuesday, 19 January 2016 12:45 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Lorrie Graham

Sydney NSW 2042, Australia

From: [REDACTED]
Sent: Tuesday, 19 January 2016 12:36 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. These roads will not be able to cope with the influx of traffic and will become congested and ineffective.

It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. At several times a day this road is at a standstill and even with planned widening will not cope with this increase.

I am most concerned that the EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that WestConnex will not meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so independent traffic planners can test its results.

I object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

I object to a consultation period being held during January when schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

From: [REDACTED]
Sent: Tuesday, 19 January 2016 12:40 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 submission to EIS (SSI 14_6788)

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

When complete, the New M5 will dump over thousands of extra cars into suburbs along the route, much of which will end up on local streets. This is not by accident – it is intentional.

It is outrageous that Euston Road in Alexandria alone will be expected to handle 60,000 cars or ten times more than it does now. I reject the idea that a busy, polluted road should be widened to within several metres of existing homes, including children's bedrooms.

The EIS ignores the published work of independent traffic and planning experts who have presented evidence based arguments that WestConnex will not meet its goals. It should be rejected on that basis alone.

I object to the decision by AECOM to do no serious traffic modelling outside the project area; it is absurd to suggest that the impacts will stop at the end of the project. Instead communities will be left to deal with traffic and unhealthy pollution and the additional financial and social costs that will result from Westconnex.

I object to the failure of the EIS to consult with business owners and managers in King St Newtown and other parts of inner and south-west Sydney. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways or further widen roads are worthless.

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so independent traffic planners can test its results.

I object to the superficial consideration of alternatives which consists of little more than bald claims rather than presenting analysis of alternatives including public transport and traffic management that could reduce road freight and car use.

I object to hundreds of trucks a day for years transporting millions of cubic metres of soil including contaminated waste through south-west and inner Sydney roads to the western suburbs, where it will be dumped without any clear plans or information for communities affected.

There is already insufficient parking in the inner west. I object to hundreds of parking spaces being removed, some permanently and some for several years of construction.

The RMS was given approval to build the old M5 on condition that it protected endangered flora and fauna. Now it wants approval to destroy those communities for a new tollway because its old project has failed to solve congestion. This makes the system of conditions meaningless. This proposal should be rejected.

I object to removal of most of critically endangered Cooks River Iron Bark forest at Kingsgrove. I note that scientists have observed that its value has been deliberately minimised in the EIS.

I object to the removal of 7 hectares of habitat of one of only two surviving colonies in NSW of endangered Green and Golden Bell Frogs for a massive tunnelling site.

I object to the selection of tunnelling methods that may damage houses at the surface.

I object to the use of an air quality model that has not been used in Australia before and which cannot be verified by the NSW EPA. I note that there will be an increase in dangerous pollution in some areas close to the tollway portals and near roads with increased traffic. It is not acceptable to me that a government should deliberately place the health of citizens in jeopardy.

I particularly object to tollway portals and increased traffic being so close to local schools. I note that fine particle pollution can cause lung cancer and is particularly dangerous for the lungs of growing children. I support the parents of local schools who have requested an extended period of time after school returns at the end of January 2016 in which to seek independent advice.

The whole WestConnex system will increase greenhouse gas emissions in Sydney at a time when we should be doing all we can to reduce them. I am not convinced by a method of analysis which does not look at alternatives but

instead compares the New M5 project against a 'do nothing' scenario to claim a reduction in Greenhouse Gas Emissions

I object to a planning system that awards billion dollar contracts to tollway construction companies when local government staff and many experts are convinced that WestConnex will not deliver on its objectives. This places unreasonable pressure on planners to approve the project.

I object to the fact that AECOM who have a record of failed traffic modelling has been paid \$13 million to complete this EIS while it has other contracts which depend on the project going ahead.

There was no serious community consultation for the New M5. Public meetings where senior executives lecture hundreds of residents or stalls in shopping centres staffed by poorly informed casuals may tick a box but it does not amount to community consultation. The Community Feedback report is misleading.

I object to a consultation period being held during January when schools are closed, residents are away, and many local government staff are on holidays. The consultation period should be extended until March 2016.

A whole community at St Peters will be disastrously impacted by this project. The social impact study – which is even less detailed than the substandard one done for the WestConnex M4 East – should be rejected, as it ignores well-established evidence of the significant negative impacts on people of loss of community identity and social connections. The study is little more than a cut-and-paste job and is insulting to residents, both those who are being forced to sell and those who will stay.

Many residents will experience noise during construction and operation at unsafe levels that can damage health. I object to the lack of information about mitigation and the suggestion that those above a second story may not be mitigated at all.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

The fact that the NSW Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8

billion on WestConnex when it provides no solution to Sydney's transport needs. I therefore ask you to reject this proposal, publish this submission, and provide a written response to my objections.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

EMISSIONS - STACKS SHOULD BE FILTERED

The RACV website advises the following re vehicle emissions - Air pollution has negative health effects, especially for vulnerable people, including those with allergic and respiratory conditions, such as asthma, hay fever and sinusitis, and respiratory and lung conditions commonly associated with the elderly. Research suggests that certain air pollutants (e.g. benzene) are carcinogenic.

Air pollution is not uniform across a city, but varies with concentrations of industry, traffic conditions, land form and weather patterns.

Emissions from vehicles include carbon monoxide, oxides of nitrogen, hydrocarbons, and particles. Passenger vehicles contribute 47% of carbon monoxide emissions, 40% of nitrogen oxides, 27% of hydrocarbons and 4% of particles (1998 inventory of Melbourne's air pollution by EPA Victoria).

Evaporated fuel is also a pollutant. About a third of vehicle hydrocarbon emissions are from evaporation, which occurs when driving, during refuelling, and even when stationary. Evaporation is increased by poorly sealed fuel tanks (including poorly fitting fuel caps or caps with worn seals), spillage, and overfilling of the fuel tank.

SO PLEASE don't allow the extra cars on the roads be a negative affect on the locals.

Its about time this road was stopped as the NSW Government will not filter the tunnel emissions simply because it will cost at least an extra \$700,000 per stack per year to clean. Multiply that by all the extra stacks the NSW government has decided to install and its big bikkies our government is avoiding and of course the citizens will suffer health issues as a result. SHAME and another reason not to support this irresponsible road.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Jacqui Cowell

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

I object to the WestConnex project as it will bring increased traffic on local roads, increased pollution and noise as well as taking away much needed parklands at Sydney Park.

This is a waste of taxpayers money and little thought has been given to the needs of the community and the future of the densely populated area.

Instead of more roads, we need more public transport as the population grows. The inner west and specifically Alexandria, Newtown and Camperdown would benefit from a light rail which would allow more commuters per hour than a motorway.

There is no advantage to the Westconnex M5 motorway. It will ruin Sydney Park and the community feel of the area. It will also mean that we have construction, noise and pollution whilst they build the motorway until 2023.

Surely, increasing the rail network, heavy rail or light rail or increasing buses is a more sensible way forward for the future.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

SUBMISSION TO M5 EIS

Name Jacqueline Cowell.....

Full address 99 Garden Street Alexandria NSW 2015.....

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

I object to the WestConnex project as it will bring increased traffic on local roads, increased pollution and noise as well as taking away much needed parklands at Sydney Park.

This is a waste of taxpayers money and little thought has been given to the needs of the community and the future of the densely populated area.

Instead of more roads, we need more public transport as the population grows. The inner west and specifically Alexandria, Newtown and Camperdown would benefit from a light rail which would allow more commuters per hour than a motorway.

There is no advantage to the Westconnex M5 motorway. It will ruin Sydney Park and the community feel of the area. It will also mean that we have construction, noise and pollution whilst they build the motorway until 2023.

Surely, increasing the rail network, heavy rail or light rail or increasing buses is a more sensible way forward for the future.

I have / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

From: [REDACTED]
Sent: Tuesday, 19 January 2016 2:44 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I object to this project for many reasons, some of which I will cover in this and other submissions.

I most of all object to \$17 billion being spent on a system of tollways that many independent transport experts, including the well known Professor Peter Newman, say will not solve costly and dangerous traffic congestion. I want you to respond to these independent critics in your Response to Submissions report, not just repeat your analysis back to the public.

I object to Planning Staff accompanying Westconnex staff at EIS exhibitions staff, especially when their task is clearly to mollify rather than inform the public. At the EIS session in St Peters, the Planning Staff member was indistinguishable from Sydney Motorway Corporation Staff.

The EIS makes it clear that local roads will not have the capacity to deal with the enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore when this project is complete.

It is not enough for AECOM to do micro modelling only for two intersections beyond the end of the project. The EIS should clearly spell out what happens to intersections ranked E or F in the surrounding streets. It is a nonsense to say that there will be no impacts.

I was bitterly disappointed in the business case that was not released until after the recent parliamentary debate on Westconnex. It has so many redactions that it cannot be assessed.

A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project. For example there is no assessment of the whole impact on vegetation. It is again a nonsense to say that these do not have a cumulative impact.

AECOM being paid \$13 million to do this EIS despite the fact it paid \$200 million in a settlement for poor traffic modelling in QLD. AECOM headquarters in New York have stated that the company will no longer do traffic modelling. Surely it would be better to choose a firm with a better record and one without a commercial interest in the rest of the project.

I object to the poor quality of the Social Impact study which has glaring gaps and underestimates the psychological and social impact of the project on the community of St Peters. I suspect some of those who worked on this EIS have not even visited the community.

Much of which Dr Victor Storm has written in relation to the M4 East project applies to the M5 project. <http://m4eis.org/2015/11/01/dr-victor-storm-response-to-westconnex-m4-east-eis/> it is not enough to defer detailed planning to the construction stage which is repeatedly done in the EIS

I am concerned by the lack of roadside monitoring to the air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness.

I object to the failure to seriously analyse alternatives to WestConnex in this EIS, including public transport combined with other options that would be a better use of \$16.8 billion. Why have no figures or detailed evidence been provided in this section. This is simply a repeat of other inadequate reports.

Some construction impacts will last for several years. Three years of dust and noise is a long time in the lives of primary school aged children or babies whose lungs are still developing. There should be plan to reduce Sydney's levels of fine particle pollution. It is not answer to a community whose environment is consciously been worsened to say someone somewhere else is better off. As a rich city and country, we should be aiming for a healthier environment for all our citizens.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised. Before any further progress on this project, there should be an independent inquiry.

My address is [REDACTED] Newtown

Yours sincerely,

[REDACTED]

[REDACTED]

Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below.

Disclosure statement details		Planning application reference (e.g. DA number, planning application title or reference, property address or other description)		
Name of person making this disclosure <div style="font-family: cursive; font-size: 1.2em;">WENDY BACON</div>		<div style="font-family: cursive; font-size: 1.2em;">14 - 6788 MS.</div>		
Your interest in the planning application (circle relevant option below)				
You are the APPLICANT YES / NO OR You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION YES / NO				
Reportable political donations made by person making this declaration or by other relevant persons				
* State below any reportable political donations you have made over the 'relevant period' (see glossary on page 2). If the donation was made by an entity (and not by you as an individual) include the Australian Business Number (ABN). * If you are the applicant of a relevant planning application state below any reportable political donations that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application, OR * If you are a person making a submission in relation to an application, state below any reportable political donations that you know, or ought reasonably to know, were made by an associate.				
Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
<div style="font-family: cursive; font-size: 1.2em;">Wendy Bacon</div>	<div style="font-family: cursive; font-size: 1.2em;">64 Juvie St. Newtown 2042</div>	<div style="font-family: cursive; font-size: 1.2em;">NSW Greens</div>	<div style="font-family: cursive; font-size: 1.2em;">3/7/14</div>	<div style="font-family: cursive; font-size: 1.2em;">100</div>
<div style="font-family: cursive; font-size: 1.2em;">Wendy Bacon</div>	"	<div style="font-family: cursive; font-size: 1.2em;">NSW Greens</div>	<div style="font-family: cursive; font-size: 1.2em;">29/9/14</div>	<div style="font-family: cursive; font-size: 1.2em;">100</div>
<div style="font-family: cursive; font-size: 1.2em;">Wendy Bacon</div>	"	<div style="font-family: cursive; font-size: 1.2em;">NSW Greens</div>	<div style="font-family: cursive; font-size: 1.2em;">29/11/14</div>	<div style="font-family: cursive; font-size: 1.2em;">100</div>
<div style="font-family: cursive; font-size: 1.2em;">Wendy Bacon.</div>	"	<div style="font-family: cursive; font-size: 1.2em;">NSW Greens</div>	<div style="font-family: cursive; font-size: 1.2em;">29/1/15</div>	<div style="font-family: cursive; font-size: 1.2em;">100</div>
Please list all reportable political donations—additional space is provided overleaf if required.				
By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.				
Signature(s) and Date <div style="font-family: cursive; font-size: 1.2em;">Wendy Bacon.</div> <div style="font-family: cursive; font-size: 1.2em;">29/1/2016.</div>				
Name(s) <div style="font-family: cursive; font-size: 1.2em;">WENDY BACON.</div>				

Cont

Political Donations Disclosure Statement to Minister or the Director-General

Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
Wendy Bacon	64 GARRIP OL NORTON 2042	MSW Greens	8/12/2014	130
Wendy Bacon	"	MSW Greens	28/2/2015	100
Wendy Bacon	"	MSW Greens	29/3/2015	100
Wendy Bacon.	"	MSW Greens	24/3/2015	500
Wendy Bacon	"	"	17/2/2015	100
Wendy Bacon	"	"	8/1/2015	50
Wendy Bacon.	"	"	20/12/2015	100
			2/1/2015	

From: [REDACTED]
Sent: Tuesday, 19 January 2016 2:37 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

1. The enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore; the failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.
2. Billions of dollars of construction contracts have been let before this EIS was lodged.
3. No business case was released until late in 2015. It has now been released but has so many redactions that it can't be independently assessed.
4. A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.
5. A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project.
6. AECOM being paid \$13 million to do this EIS after it has paid out millions for poor traffic modelling and has a conflict of interest due to its other WestConnex contracts.
7. A failure to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways are worthless.
8. An inadequate air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness.
9. WestConnex's failure to assess correctly and handle responsibly asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. Given its failure to identify much asbestos along the M4 during an EIS, its contamination analysis for the New M5 must not be accepted at face value.
10. A failure to consult genuinely with the community.
11. A failure to seriously analyse alternatives to WestConnex in this EIS, including public transport combined with other options that would be a better use of \$16.8 billion.
12. Increased greenhouse emissions that would be caused by the project; The EIS fails to analyse alternatives apart from 'doing nothing' that would have far less impact on emissions.

13. Destruction of hectares of green space across the entire WestConnex project, including critically endangered Cooks River Ironbark forest at Kingsgrove and parts of Sydney Park.
14. The impact of hundreds of diesel trucks, dust and noise on communities including schools across the whole project. The cumulative effect of these should be added to the same problem with the M4 East.
15. The wholesale destruction of valued heritage buildings in St Peters & elsewhere.
16. The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which are unlikely to survive the tollway's construction and operation.
17. The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines.
18. Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

From: [REDACTED]
Sent: Tuesday, 19 January 2016 2:14 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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2. Billions of dollars of construction contracts have been let before this EIS was lodged.
3. No business case was released until late in 2015. It has now been released but has so many redactions that it can't be independently assessed.
4. A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.
5. A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project.
6. AECOM being paid \$13 million to do this EIS after it has paid out millions for poor traffic modelling and has a conflict of interest due to its other WestConnex contracts.
7. A failure to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless.
8. An inadequate air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness.
9. WestConnex's failure to assess correctly and handle responsibly asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. Given its failure to identify much asbestos along the M4 during an EIS, its contamination analysis for the New M5 must not be accepted at face value.
10. A failure to consult genuinely with the community.
11. A failure to seriously analyse alternatives to WestConnex in this EIS, including public transport combined with other options that would be a better use of \$16.8 billion.
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I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

From: Tom Loeffler [REDACTED]
Sent: Tuesday, 19 January 2016 2:11 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Tom Loeffler

Sydney NSW 2031, Australia

From: Anita Gluyas [REDACTED]
Sent: Tuesday, 19 January 2016 2:08 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Anita Gluyas

Sydney NSW 2043, Australia

From: Stephanie Woolley [REDACTED]
Sent: Tuesday, 19 January 2016 2:06 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Stephanie Woolley

Sydney NSW 2050, Australia

From: [REDACTED]
Sent: Tuesday, 19 January 2016 1:58 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

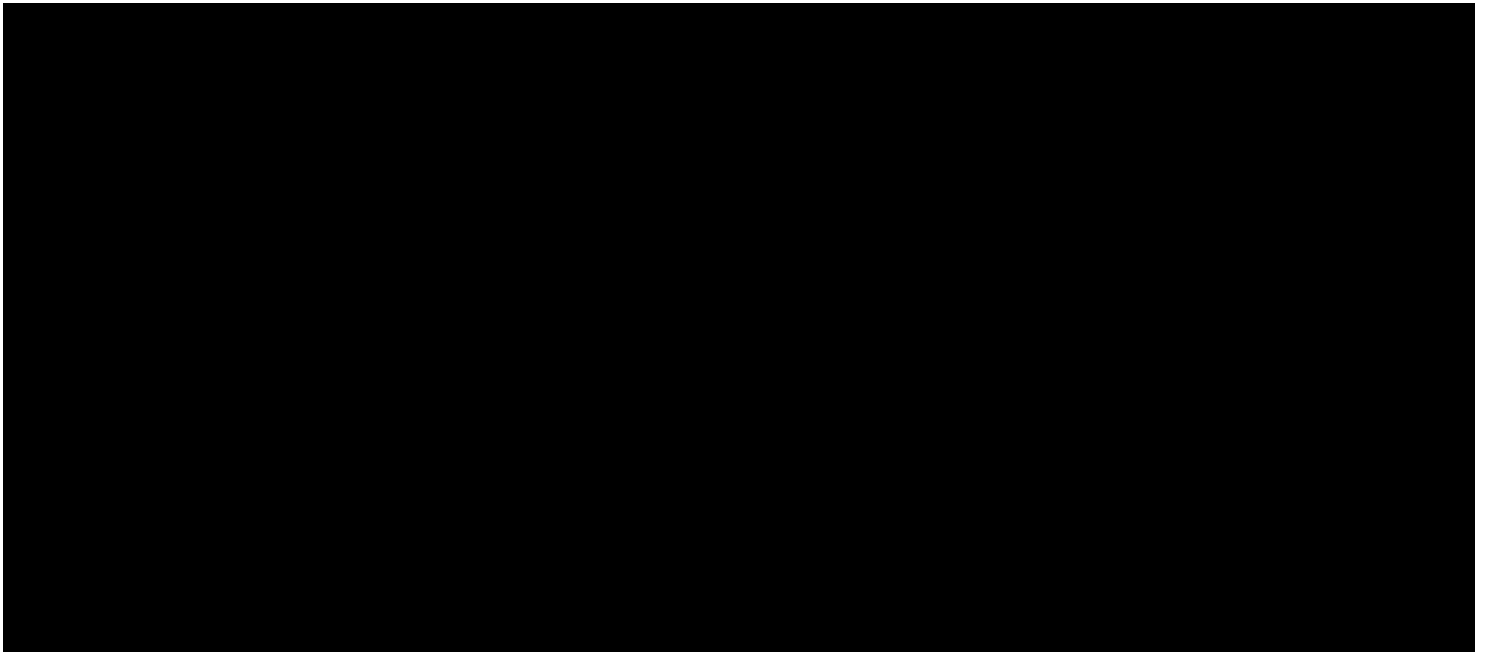
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From: Kate Pascoe [REDACTED]
Sent: Tuesday, 19 January 2016 1:58 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Kate Pascoe

Sydney NSW 2044, Australia

[REDACTED]

From: Andy Quan [REDACTED]
Sent: Tuesday, 19 January 2016 1:53 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I thought I'd make another submission with simpler language.

We should be headed towards an economy with more public transport infrastructure, with less demands on the environment, that do not encourage the use of cars.

The dinosaurs in the NSW government seem so anti-environment, anti-public transport, anti-cyclist, that they could be in the pockets of developers.

I've tried and I just cannot see good reasons for this project. It does NOT solve Sydney's terrible traffic problems and costs way too much money which could be used in better ways.

Please stop this stupid project.

Yours sincerely,
Andy Quan

[REDACTED]

From: Andy Quan [REDACTED]
Sent: Tuesday, 19 January 2016 1:50 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Andy Quan

From: Nicki Mortimer [REDACTED]
Sent: Tuesday, 19 January 2016 1:50 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Nicki Mortimer

Darlinghurst NSW 2010, Australia

From: Olga Gruzdeff [REDACTED]
Sent: Tuesday, 19 January 2016 2:44 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Olga Gruzdeff

Dulwich Hill NSW 2203, Australia

From: Natalie Thatcher [REDACTED]
Sent: Tuesday, 19 January 2016 2:46 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

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I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Natalie Thatcher

Sydney NSW 2040, Australia

From: Warren O'Brien [REDACTED]
Sent: Tuesday, 19 January 2016 2:49 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Warren O'Brien

Sydney NSW 2044, Australia

From: [REDACTED]
Sent: Tuesday, 19 January 2016 2:49 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

[Redacted signature]

[Redacted address]

[Redacted content]

From: Hannah Carroll Chapman [REDACTED]
Sent: Tuesday, 19 January 2016 2:50 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Hannah Carroll Chapman

Sydney NSW 2049, Australia

From: Karen Pensabene [REDACTED]
Sent: Tuesday, 19 January 2016 2:50 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Karen Pensabene

Sydney NSW 2135, Australia

From: Sean Bruce [REDACTED]
Sent: Tuesday, 19 January 2016 3:03 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

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Yours sincerely,

Sean Bruce

Sydney NSW 2204, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Benjamin Goh

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

Development of the West Connex road impacts the community we live in negatively.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

SUBMISSION TO M5 EIS

Name BENJAMIN GON
Full address 89 GARDEN STREET ALEXANDRIA 2015

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

I have / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

From: Paul Christian [REDACTED]
Sent: Tuesday, 19 January 2016 4:26 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

As an Alexandria resident for 5 1/2 years I have seen the amount of traffic in our suburb increase dramatically, to the point where many streets, including Euston Road, McEvoy Street, Huntley Street, Mitchell Road, Collins Street, Botany Road and Maddox Street become virtual 'car parks' with first-gear gridlock happening all too frequently. So how is it that you propose to 'dump' 50,000 cars onto Euston Road daily? How can you possibly make this a viable traffic option for the future of Sydney? And added to this the massive apartment growth in Alexandria (Ashmore Estate) and along the Waterloo end also, that alone will make the suburb's roads more congested and waste MORE time of residents and business owners travelling in these areas. Now I know you couldn't care less about other projects, but when Green Square also starts to fill with residents and businesses, how do you propose that this traffic is going to navigate the other end of Alexandria to the Westconnex, when the Westconnex proposal is to just 'dump' all this extra traffic into Alexandria? How on earth do you think this can work? And one more thing, the development of the Australia Technology park whereby it's proposed that 10,000 Comm Bank employees will work, and bringing their cars into Alexandria too. Obviously many will commute via train into the already overcrowded Redfern Station, but some will drive into Alexandria and then the whole situation with cars in the suburb just will become completely unworkable.

One of the most appalling aspects of this proposal is that the government has just assumed that the 'green light' will be given, without proper consultation with the people that LIVE in the suburbs affected by Westconnex. It's the height of arrogance that a government can 'green light' a project that will have far reaching ramifications without consulting the people who live in those suburbs and the people who pay our rates and taxes in those suburbs. We own those suburbs, not the government of the day. People of the inner-west live in a very unique part of Sydney and Westconnex goes against everything that folks who live in this part of town abide by.

We are a genuine community and the uniqueness of suburbs like Alexandria, Erskineville, Newtown, St Peters and Enmore should be protected, not vandalized by a bunch of fly-away overpasses at the edge of our community and across our beloved Sydney Park. How dare you take away parklands from one of the most important and loved green spaces in inner-city Sydney. Many years and thousands of man hours have been spent on the recent rejuvenation and improvement to the park, and you seek to vandalise that with your big, ugly overpasses at the St Peters Interchange 'spaghetti' junction.

And in the big picture of Sydney generally, we should be investing in PUBLIC TRANSPORT and NOT putting more cars on the roads which are so congested across the city. In a city that is crippled by traffic congestion, how do you possibly think that making more roads and therefore encouraging more people drive, rather than taking public transport is going to work? It's the most ludicrous 'solution' for a problem that will continue to strangle this city until people realize that public transport is the answer and it's about time that NSW state governments committed to this. It's not rocket science, it's common sense.

Westconnex is a DISASTER on many levels and in so many ways and I therefore ask that you REJECT this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,
Paul Christian



From: Maxine Morrison [REDACTED]
Sent: Tuesday, 19 January 2016 4:25 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I wish to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

In regards to this specific proposal, I also wish to raise a number of specific objections, and I wish to receive a written response to each of these.

This EIS relies on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects being not only unfunded but unplanned (or if such plans have been released publicly).

The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

WestConnex M4 and M5 will remove 40 hectares of vegetation, which cools suburbs and reduce our carbon footprint. Thousands of mature trees will be destroyed if this project goes ahead, including the critically endangered Cooks River Castlereagh Ironbark Forest in Beverly Hills/Kingsgrove. Multiple parks, including Sydney Park, Camdensville Park, and the M5 Linear Park will be destroyed in whole or part, which will substantially impact the liveability and amenity of the surrounding areas for the thousands of people who use these parks every day.

Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, which has caused additional and completely unnecessary distress and trauma for the owners. I find it disturbing that the NSW Government was warned three years ago that the compulsory acquisition process was unfair to those whose properties were being forcibly taken, yet has both failed to make the changes recommended and actively suppressed the report that handed down these findings.

The impact of hundreds of diesel trucks, dust and noise on communities, including during years of construction, has been extremely poorly assessed in this EIS. There has also been no attempt to assess the cumulative impact of these from the entire WestConnex project, even though elements such as the M4 East are due to be constructed at the same time. For example, what will be the impact of trucking and dumping the spoil from both projects on residents in the areas where this will be taken? This EIS does not say.

This project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion. Even the proponents admit that only 80% of the traffic expected to pour out of the St Peters Interchange can be absorbed within the existing road network. No attempt is made in this EIS to assess how this issue will be dealt with if the M4-M5 link, Sydney Gateway and Southern Extension are not built. Considering none of these projects are currently funded or designed, this is an extremely serious failing.

The analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation, in this EIS is utterly inadequate. The EIS also ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.

The EIS provides no hard evidence about why alternatives to WestConnex won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.

No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.

The cost of WestConnex is now escalating at an alarming rate. Construction has barely begun, yet its budget has blown out at a rate of over \$2 billion a year. Given this project is largely being funded by taxpayers, this is an unacceptable use of public money, and is a clear indicator of the extremely poor governance and lack of independent scrutiny that characterise this project and the entire WestConnex.

The air quality model used in this and other WestConnex EISs has never been used before in Australia. The NSW Environmental Protection Agency, which is supposed to be charged with monitoring pollution and protecting citizens from it, openly admits that it does not have the capacity to assess or verify the model. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and impair lung

development in children. I find it alarming that such a project as this is even being proposed given how heavily populated the areas surrounding WestConnex are.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal. I expect that my submission will be published with my name and suburb on your website and that you will provide a written response to my objections.

Yours sincerely,

Maxine Morrison

Sydney NSW 2132, Australia

From: [REDACTED]
Sent: Tuesday, 19 January 2016 4:25 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I wish to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

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In regards to this specific proposal, I also wish to raise a number of specific objections, and I wish to receive a written response to each of these.

This EIS relies on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects being not only unfunded but unplanned (or if such plans have been released publicly).

The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

WestConnex M4 and M5 will remove 40 hectares of vegetation, which cools suburbs and reduce our carbon footprint. Thousands of mature trees will be destroyed if this project goes ahead, including the critically endangered Cooks River Castlereagh Ironbark Forest in Beverly Hills/Kingsgrove. Multiple parks, including Sydney Park, Camdensville Park, and the M5 Linear Park will be destroyed in whole or part, which will substantially impact the liveability and amenity of the surrounding areas for the thousands of people who use these parks every day.

Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, which has caused additional and completely unnecessary distress and trauma for the owners. I find it disturbing that the NSW Government was warned three years ago that the compulsory acquisition process was unfair to those whose properties were being forcibly taken, yet has both failed to make the changes recommended and actively suppressed the report that handed down these findings.

The impact of hundreds of diesel trucks, dust and noise on communities, including during years of construction, has been extremely poorly assessed in this EIS. There has also been no attempt to assess the cumulative impact of these from the entire WestConnex project, even though elements such as the M4 East are due to be constructed at the same time. For example, what will be the impact of trucking and dumping the spoil from both projects on residents in the areas where this will be taken? This EIS does not say.

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The analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation, in this EIS is utterly inadequate. The EIS also ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.

The EIS provides no hard evidence about why alternatives to WestConnex won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.

No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.

The cost of WestConnex is now escalating at an alarming rate. Construction has barely begun, yet its budget has blown out at a rate of over \$2 billion a year. Given this project is largely being funded by taxpayers, this is an unacceptable use of public money, and is a clear indicator of the extremely poor governance and lack of independent scrutiny that characterise this project and the entire WestConnex.

The air quality model used in this and other WestConnex EISs has never been used before in Australia. The NSW Environmental Protection Agency, which is supposed to be charged with monitoring pollution and protecting citizens from it, openly admits that it does not have the capacity to assess or verify the model. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and impair lung

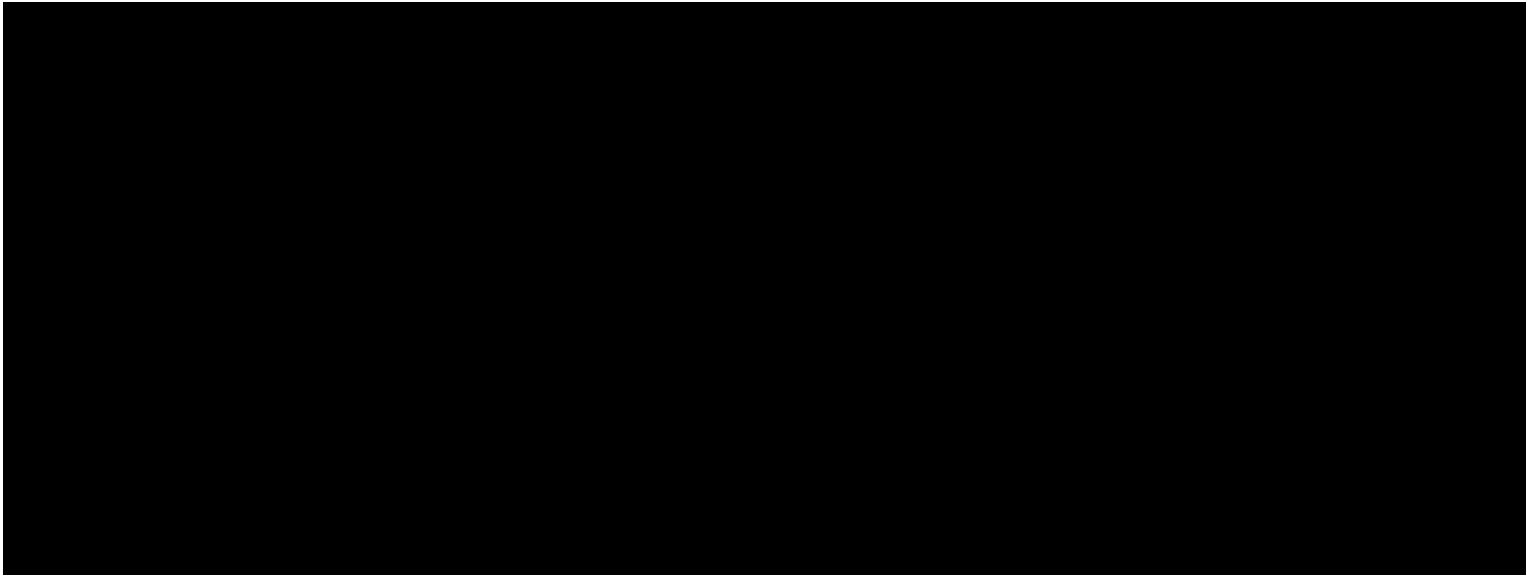
development in children. I find it alarming that such a project as this is even being proposed given how heavily populated the areas surrounding WestConnex are.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal. I expect that my submission will be published with my name and suburb on your website and that you will provide a written response to my objections.



From: [REDACTED]
Sent: Tuesday, 19 January 2016 4:18 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I wish to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

I find it abhorrent that my family home, along with hundreds of others across the route, will be forcibly acquired and destroyed for this project when so little justification for WestConnex has been offered in either this or the project's other EISs.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

In regards to this specific proposal, I also wish to raise a number of specific objections, and I wish to receive a written response to each of these.

This EIS relies on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects being not only unfunded but unplanned. If the proponent cannot make this specific project work without all these other toll roads, then it should be assessing the full impact of these other projects within this EIS and seeking approval for them at the same time.

The manner in which the social and psychological impact of this project on affected areas has been "assessed" in this EIS is frankly substandard. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

WestConnex M4 and M5 will remove 40 hectares of vegetation, which cools suburbs and reduce our carbon footprint. Thousands of mature trees will be destroyed if this project goes ahead, including the critically endangered Cooks River Castlereagh Ironbark Forest in Beverly Hills/Kingsgrove. Multiple parks, including Sydney Park, Camdenville Park, and the M5 Linear Park will be destroyed in whole or part, which will substantially impact the liveability and amenity of the surrounding areas for the thousands of people who use these parks every day.

Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, which has caused additional and completely unnecessary distress and trauma for the owners. As someone who is now being subjected to this process, I find it disturbing that the NSW Government was warned three years ago that the compulsory acquisition process was unfair to those whose properties were being forcibly taken, yet has both failed to make the changes recommended and actively suppressed the report that handed down these findings.

The impact of hundreds of diesel trucks, dust and noise on communities, including during years of construction, has been extremely poorly assessed in this EIS. There has also been no attempt to assess the cumulative impact of these from the entire WestConnex project, even though elements such as the M4 East are due to be constructed at the same time. For example, what will be the impact of trucking and dumping the spoil from both projects on residents in the areas where this will be taken? This EIS does not say.

This project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion. Even the proponents admit that only 80% of the traffic expected to pour out of the St Peters Interchange can be absorbed within the existing road network. No attempt is made in this EIS to assess how this issue will be dealt with if the M4-M5 link, Sydney Gateway and Southern Extension are not built. Considering none of these projects are currently funded or designed, this is an extremely serious failing.

The analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation, in this EIS is utterly inadequate. The EIS also ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order justify risking one of two surviving colonies of these frogs in Sydney.

The EIS provides no hard evidence about why alternatives to WestConnex won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.

No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.

The cost of WestConnex is now escalating at an alarming rate. Construction has barely begun, yet its budget has blown out at a rate of over \$2 billion a year. Given this project is largely being funded by taxpayers, this is an unacceptable use of public money, and is a clear indicator of the extremely poor governance and lack of independent scrutiny that characterise this project and the entire WestConnex.

The air quality model used in this and other WestConnex EISs has never been used before in Australia. The NSW Environmental Protection Agency, which is supposed to be charged with monitoring pollution and protecting citizens from it, openly admits that it does not have the capacity to assess or verify the model. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and impair lung development in children. I find it alarming that such a project as this is even being proposed given how heavily populated the areas surrounding WestConnex are.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal. I expect that my submission will be published with my name and suburb on your website and that you will provide a written response to my objections.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]



From: Warren O'Brien [REDACTED]
Sent: Tuesday, 19 January 2016 4:15 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I wish to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

As someone whose property will be forcibly acquired if this project goes ahead, I am disgusted that the home in which my wife and I planned to raise our young daughter will be destroyed for this project.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

In regards to this specific proposal, I also wish to raise a number of specific objections, and I wish to receive a written response to each of these.

This EIS relies on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects being not only unfunded but unplanned (or if such plans have been released publicly). It should not be being put forward for Planning approval as a standalone project if it cannot truly stand alone, on its own merits; or alternatively, if the proponent is unable or unwilling to assess the negative impacts of all of these additional projects alongside the "positives" it presents in this EIS.

The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

WestConnex M4 and M5 will remove 40 hectares of vegetation, which cools suburbs and reduce our carbon footprint. Thousands of mature trees will be destroyed if this project goes ahead, including the critically endangered Cooks River Castlereagh Ironbark Forest in Beverly Hills/Kingsgrove. Multiple parks, including Sydney Park, Camdenville Park, and the M5 Linear Park will be destroyed in whole or part, which will substantially impact the liveability and amenity of the surrounding areas for the thousands of people who use these parks every day.

Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, which has caused additional and completely unnecessary distress and trauma for the owners. I find it disturbing that the NSW Government was warned three years ago that the compulsory acquisition process was unfair to those whose properties were being forcibly taken, yet has both failed to make the changes recommended and actively suppressed the report that handed down these findings.

The impact of hundreds of diesel trucks, dust and noise on communities, including during years of construction, has been extremely poorly assessed in this EIS. There has also been no attempt to assess the cumulative impact of these from the entire WestConnex project, even though elements such as the M4 East are due to be constructed at the same time. For example, what will be the impact of trucking and dumping the spoil from both projects on residents in the areas where this will be taken? This EIS does not say.

This project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion. Even the proponents admit that only 80% of the traffic expected to pour out of the St Peters Interchange can be absorbed within the existing road network. No attempt is made in this EIS to assess how this issue will be dealt with if the M4-M5 link, Sydney Gateway and Southern Extension are not built. Considering none of these projects are currently funded or designed, this is an extremely serious failing.

The analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation, in this EIS is utterly inadequate. The EIS also ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order justify risking one of two surviving colonies of these frogs in Sydney.

The EIS provides no hard evidence about why alternatives to WestConnex won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.

No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.

The cost of WestConnex is now escalating at an alarming rate. Construction has barely begun, yet its budget has blown out at a rate of over \$2 billion a year. Given this project is largely being funded by taxpayers, this is an unacceptable use of public money, and is a clear indicator of the extremely poor governance and lack of independent scrutiny that characterise this project and the entire WestConnex.

The air quality model used in this and other WestConnex EISs has never been used before in Australia. The NSW Environmental Protection Agency, which is supposed to be charged with monitoring pollution and protecting citizens from it, openly admits that it does not have the capacity to assess or verify the model. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and impair lung development in children. I find it alarming that such a project as this is even being proposed given how heavily populated the areas surrounding WestConnex are.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal. I expect that my submission will be published with my name and suburb on your website and that you will provide a written response to my objections.

Yours sincerely,

Warren O'Brien

Sydney NSW 2044, Australia



From: James Ackland [REDACTED]
Sent: Tuesday, 19 January 2016 4:14 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

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The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

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The air quality model used in this and other WestConnex EISs has never been used before in Australia. The NSW Environmental Protection Agency, which is supposed to be charged with monitoring pollution and protecting citizens from it, openly admits that it does not have the capacity to assess or verify the model. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and impair lung

development in children. I find it alarming that such a project as this is even being proposed given how heavily populated the areas surrounding WestConnex are.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal. I expect that my submission will be published with my name and suburb on your website and that you will provide a written response to my objections.

Yours sincerely,

James Ackland

Sydney NSW 2042, Australia

From: Bowie Raffan [REDACTED]
Sent: Tuesday, 19 January 2016 4:10 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I wish to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

In regards to this specific proposal, I also wish to raise a number of specific objections, and I wish to receive a written response to each of these.

This EIS relies on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects being not only unfunded but unplanned (or if such plans have been released publicly).

The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

WestConnex M4 and M5 will remove 40 hectares of vegetation, which cools suburbs and reduce our carbon footprint. Thousands of mature trees will be destroyed if this project goes ahead, including the critically endangered Cooks River Castlereagh Ironbark Forest in Beverly Hills/Kingsgrove. Multiple parks, including Sydney Park, Camdensville Park, and the M5 Linear Park will be destroyed in whole or part, which will substantially impact the liveability and amenity of the surrounding areas for the thousands of people who use these parks every day.

Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, which has caused additional and completely unnecessary distress and trauma for the owners. I find it disturbing that the NSW Government was warned three years ago that the compulsory acquisition process was unfair to those whose properties were being forcibly taken, yet has both failed to make the changes recommended and actively suppressed the report that handed down these findings.

The impact of hundreds of diesel trucks, dust and noise on communities, including during years of construction, has been extremely poorly assessed in this EIS. There has also been no attempt to assess the cumulative impact of these from the entire WestConnex project, even though elements such as the M4 East are due to be constructed at the same time. For example, what will be the impact of trucking and dumping the spoil from both projects on residents in the areas where this will be taken? This EIS does not say.

This project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion. Even the proponents admit that only 80% of the traffic expected to pour out of the St Peters Interchange can be absorbed within the existing road network. No attempt is made in this EIS to assess how this issue will be dealt with if the M4-M5 link, Sydney Gateway and Southern Extension are not built. Considering none of these projects are currently funded or designed, this is an extremely serious failing.

The analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation, in this EIS is utterly inadequate. The EIS also ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.

The EIS provides no hard evidence about why alternatives to WestConnex won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.

No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.

The cost of WestConnex is now escalating at an alarming rate. Construction has barely begun, yet its budget has blown out at a rate of over \$2 billion a year. Given this project is largely being funded by taxpayers, this is an unacceptable use of public money, and is a clear indicator of the extremely poor governance and lack of independent scrutiny that characterise this project and the entire WestConnex.

The air quality model used in this and other WestConnex EISs has never been used before in Australia. The NSW Environmental Protection Agency, which is supposed to be charged with monitoring pollution and protecting citizens from it, openly admits that it does not have the capacity to assess or verify the model. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and impair lung

development in children. I find it alarming that such a project as this is even being proposed given how heavily populated the areas surrounding WestConnex are.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal. I expect that my submission will be published with my name and suburb on your website and that you will provide a written response to my objections.

Yours sincerely,

Bowie Raffan

Sydney NSW 2204, Australia

From: Mary Vrljic [REDACTED]
Sent: Tuesday, 19 January 2016 4:09 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I wish to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

In regards to this specific proposal, I also wish to raise a number of specific objections, and I wish to receive a written response to each of these.

This EIS relies on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects being not only unfunded but unplanned (or if such plans have been released publicly).

The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

WestConnex M4 and M5 will remove 40 hectares of vegetation, which cools suburbs and reduce our carbon footprint. Thousands of mature trees will be destroyed if this project goes ahead, including the critically endangered Cooks River Castlereagh Ironbark Forest in Beverly Hills/Kingsgrove. Multiple parks, including Sydney Park, Camdensville Park, and the M5 Linear Park will be destroyed in whole or part, which will substantially impact the liveability and amenity of the surrounding areas for the thousands of people who use these parks every day.

Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, which has caused additional and completely unnecessary distress and trauma for the owners. I find it disturbing that the NSW Government was warned three years ago that the compulsory acquisition process was unfair to those whose properties were being forcibly taken, yet has both failed to make the changes recommended and actively suppressed the report that handed down these findings.

The impact of hundreds of diesel trucks, dust and noise on communities, including during years of construction, has been extremely poorly assessed in this EIS. There has also been no attempt to assess the cumulative impact of these from the entire WestConnex project, even though elements such as the M4 East are due to be constructed at the same time. For example, what will be the impact of trucking and dumping the spoil from both projects on residents in the areas where this will be taken? This EIS does not say.

This project will pour traffic onto the local road network in the inner west and south-west Sydney, adding to already costly and unhealthy traffic congestion. Even the proponents admit that only 80% of the traffic expected to pour out of the St Peters Interchange can be absorbed within the existing road network. No attempt is made in this EIS to assess how this issue will be dealt with if the M4-M5 link, Sydney Gateway and Southern Extension are not built. Considering none of these projects are currently funded or designed, this is an extremely serious failing.

The analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation, in this EIS is utterly inadequate. The EIS also ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.

The EIS provides no hard evidence about why alternatives to WestConnex won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.

No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.

The cost of WestConnex is now escalating at an alarming rate. Construction has barely begun, yet its budget has blown out at a rate of over \$2 billion a year. Given this project is largely being funded by taxpayers, this is an unacceptable use of public money, and is a clear indicator of the extremely poor governance and lack of independent scrutiny that characterise this project and the entire WestConnex.

The air quality model used in this and other WestConnex EISs has never been used before in Australia. The NSW Environmental Protection Agency, which is supposed to be charged with monitoring pollution and protecting citizens from it, openly admits that it does not have the capacity to assess or verify the model. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and impair lung

development in children. I find it alarming that such a project as this is even being proposed given how heavily populated the areas surrounding WestConnex are.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal. I expect that my submission will be published with my name and suburb on your website and that you will provide a written response to my objections.

Yours sincerely,

Mary Vrljic

Sydney NSW 2048, Australia

From: Richard Green [REDACTED]
Sent: Tuesday, 19 January 2016 4:09 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I wish to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

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The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

WestConnex M4 and M5 will remove 40 hectares of vegetation, which cools suburbs and reduce our carbon footprint. Thousands of mature trees will be destroyed if this project goes ahead, including the critically endangered Cooks River Castlereagh Ironbark Forest in Beverly Hills/Kingsgrove. Multiple parks, including Sydney Park, Camdensville Park, and the M5 Linear Park will be destroyed in whole or part, which will substantially impact the liveability and amenity of the surrounding areas for the thousands of people who use these parks every day.

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The impact of hundreds of diesel trucks, dust and noise on communities, including during years of construction, has been extremely poorly assessed in this EIS. There has also been no attempt to assess the cumulative impact of these from the entire WestConnex project, even though elements such as the M4 East are due to be constructed at the same time. For example, what will be the impact of trucking and dumping the spoil from both projects on residents in the areas where this will be taken? This EIS does not say.

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The analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which even WestConnex admits may not survive the M5's construction and operation, in this EIS is utterly inadequate. The EIS also ignores publicly available scientific evidence of breeding events of Green and Golden Bell Frogs on Kogarah Golf Course in order to justify risking one of two surviving colonies of these frogs in Sydney.

The EIS provides no hard evidence about why alternatives to WestConnex won't work. No scenarios have been modeled in which alternative solutions such as traffic management, increased public transport, or a combination of such solutions could reduce traffic congestion more effectively than WestConnex.

No noise modelling has been done for how residents living above two stories will be affected, despite the number of people who already live in mid- to high-rise developments near the tunnel's exits and pollution stacks, and plans to add many more such developments along the project route in future.

The cost of WestConnex is now escalating at an alarming rate. Construction has barely begun, yet its budget has blown out at a rate of over \$2 billion a year. Given this project is largely being funded by taxpayers, this is an unacceptable use of public money, and is a clear indicator of the extremely poor governance and lack of independent scrutiny that characterise this project and the entire WestConnex.

The air quality model used in this and other WestConnex EISs has never been used before in Australia. The NSW Environmental Protection Agency, which is supposed to be charged with monitoring pollution and protecting citizens from it, openly admits that it does not have the capacity to assess or verify the model. There will be an increase in dangerous pollution in areas close to the tollway portals and pollution stacks, including near schools. It's not acceptable for a government to deliberately place the health of citizens in jeopardy. I note that fine particle pollution can cause deadly diseases such as cancer, respiratory illnesses and cardiovascular diseases, and impair lung

development in children. I find it alarming that such a project as this is even being proposed given how heavily populated the areas surrounding WestConnex are.

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal. I expect that my submission will be published with my name and suburb on your website and that you will provide a written response to my objections.

Yours sincerely,

Richard Green

Sydney NSW 2044, Australia

From: Kathryn Michie [REDACTED]
Sent: Tuesday, 19 January 2016 4:03 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

1. The enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore; the failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.
2. Billions of dollars of construction contracts have been let before this EIS was lodged.
3. No business case was released until late in 2015. It has now been released but has so many redactions that it can't be independently assessed.
4. A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.
5. A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project.
6. AECOM being paid \$13 million to do this EIS after it has paid out millions for poor traffic modelling and has a conflict of interest due to its other WestConnex contracts.
7. A failure to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways are worthless.
8. An inadequate air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness.
9. WestConnex's failure to assess correctly and handle responsibly asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. Given its failure to identify much asbestos along the M4 during an EIS, its contamination analysis for the New M5 must not be accepted at face value.
10. A failure to consult genuinely with the community.
11. A failure to seriously analyse alternatives to WestConnex in this EIS, including public transport combined with other options that would be a better use of \$16.8 billion.
12. Increased greenhouse emissions that would be caused by the project; The EIS fails to analyse alternatives apart from 'doing nothing' that would have far less impact on emissions.

13. Destruction of hectares of green space across the entire WestConnex project, including critically endangered Cooks River Ironbark forest at Kingsgrove and parts of Sydney Park.
14. The impact of hundreds of diesel trucks, dust and noise on communities including schools across the whole project. The cumulative effect of these should be added to the same problem with the M4 East.
15. The wholesale destruction of valued heritage buildings in St Peters & elsewhere.
16. The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which are unlikely to survive the tollway's construction and operation.
17. The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines.
18. Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

I would much prefer to see this money invested in public transport solutions, that will be much more sustainable and avoid the massive increase in carbon emissions that will likely result from this project.

Yours sincerely,

Kathryn Mic-L

Forest Lodge NSW 2037, Australia

[REDACTED]

From: Gillian Kilgour [REDACTED]
Sent: Tuesday, 19 January 2016 4:00 PM
To: DPE CSE Information Planning Mailbox
Subject: My objection to: 'WestConnex New M5' (SSI 6788)

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

I object to the 'WestConnex New M5' (SSI 6788) for the reasons outlined below.

The WestConnex will not solve Sydney's traffic issues; the Environmental Impact Statement itself demonstrates, that even with construction of the full project, travel times in our community will only improve by as little as 30 seconds whilst, in other areas, traffic on suburban streets will increase by almost as much as 50%.

Spending \$17bn of taxpayer money on an infrastructure project that is not part of an integrated transit policy is just plain irresponsible.

The EIS demonstrates that the number of vehicles that will access the WestConnex road network is significantly lower than expected due to excessive tolling. This will mean more cars on suburban streets trying to find short cuts. Streets in our community are already in effect standing carparks; they just can't take additional traffic.

The impact of the WestConnex is such that it isn't just cars and private traffic which will experience ongoing gridlock, the EIS also shows that this project will severely hamper bus services, increasing travel time by over 20% in some instances. For those people who lessen the overall traffic burden by utilising public transport, this project is a punishing concern.

The WestConnex will result in the clearing of countless homes, and will severely affect parts of the community, destroying the amenity of residents in places like Euston Road.

The placement of unfiltered smoke stacks in our community will pour dangerous pollutants into residential areas and near to schools like Alexandria Park Community School.

The EIS also does not take into account the impact of flow on traffic to areas in our community which fall outside the reports very limited area of study. Therefore this EIS has not considered the flow on impact of traffic emerging from the St Peters interchange into the suburbs of Mascot, Eastlakes, Kensington, Kingsford, Erskineville and Alexandria, not to mention other areas, such as to the inner city or to the east.

I would like the following issues in the EIS addressed:

- The negative impact this project has on public transport.
- The unfiltered smoke stacks putting our health at risk.
- The widening of Campbell Street and Euston Road.
- The acquisition and clearance of homes and businesses in our community.
- The impact of rat run traffic on our community roads caused by excessive tolling.
- The lack of adequate traffic modelling

Yours sincerely,

Gillian Kilgour

Sydney NSW 2044, Australia

From: Michele Leeming [REDACTED]
Sent: Tuesday, 19 January 2016 3:53 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

1. The enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore; the failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.
2. Billions of dollars of construction contracts have been let before this EIS was lodged.
3. No business case was released until late in 2015. It has now been released but has so many redactions that it can't be independently assessed.
4. A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.
5. A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project.
6. AECOM being paid \$13 million to do this EIS after it has paid out millions for poor traffic modelling and has a conflict of interest due to its other WestConnex contracts.
7. A failure to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that that they will not create clearways are worthless.
8. An inadequate air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness.
9. WestConnex's failure to assess correctly and handle responsibly asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. Given its failure to identify much asbestos along the M4 during an EIS, its contamination analysis for the New M5 must not be accepted at face value.
10. A failure to consult genuinely with the community.
11. A failure to seriously analyse alternatives to WestConnex in this EIS, including public transport combined with other options that would be a better use of \$16.8 billion.
12. Increased greenhouse emissions that would be caused by the project; The EIS fails to analyse alternatives apart from 'doing nothing' that would have far less impact on emissions.

13. Destruction of hectares of green space across the entire WestConnex project, including critically endangered Cooks River Ironbark forest at Kingsgrove and parts of Sydney Park.
14. The impact of hundreds of diesel trucks, dust and noise on communities including schools across the whole project. The cumulative effect of these should be added to the same problem with the M4 East.
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17. The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines.
18. Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

M. Leeming

Sydney NSW 2015, Australia

[REDACTED]

From: Jen Halldorsson [REDACTED]
Sent: Tuesday, 19 January 2016 3:51 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

Hi there

My submission is in response to the WestConnex M5 Environmental Impact Statement (EIS). I implore you to take these objections and their implications seriously

I object to the project and the whole WestConnex because:

1. The enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore; the failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.
2. Billions of dollars of construction contracts have been let before this EIS was lodged.
3. No business case was released until late in 2015. It has now been released but has so many redactions that it can't be independently assessed.
4. A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.
5. A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project.
6. AECOM being paid \$13 million to do this EIS after it has paid out millions for poor traffic modelling and has a conflict of interest due to its other WestConnex contracts.

7. A failure to consult with businesses in King St Newtown and other parts of the Inner West. These businesses are part of a thriving economy and street life that would be destroyed by increased traffic. Assurances from politicians and bureaucrats that they will not create clearways are worthless.
8. An inadequate air quality study that has similar flaws to the M4 EIS study that has already been criticised by the NSW EPA and Health Department; and the plan to build unfiltered ventilation stacks when alternatives are available. There is no safe level of fine particle pollution, which is linked to cancer and respiratory illness.
9. WestConnex's failure to assess correctly and handle responsibly asbestos that is already impacting on communities in St Peters, Granville and Erskine Park. Given its failure to identify much asbestos along the M4 during an EIS, its contamination analysis for the New M5 must not be accepted at face value.
10. A failure to consult genuinely with the community.
11. A failure to seriously analyse alternatives to WestConnex in this EIS, including public transport combined with other options that would be a better use of \$16.8 billion.
12. Increased greenhouse emissions that would be caused by the project; The EIS fails to analyse alternatives apart from 'doing nothing' that would have far less impact on emissions.
13. Destruction of hectares of green space across the entire WestConnex project, including critically endangered Cooks River Ironbark forest at Kingsgrove and parts of Sydney Park.
14. The impact of hundreds of diesel trucks, dust and noise on communities including schools across the whole project. The cumulative effect of these should be added to the same problem with the M4 East.
15. The wholesale destruction of valued heritage buildings in St Peters & elsewhere.
16. The inadequate analysis of the threat posed to the endangered Green and Golden Bell Frogs at Arncliffe, which are unlikely to survive the tollway's construction and operation.
17. The arrogant EIS social impact study which dismisses the impact of forcing hundreds of people from their homes and businesses on communities in a few lines.

18. Residents affected by compulsory acquisitions being offered below-market prices for their homes and businesses, and the distress and trauma this has caused.

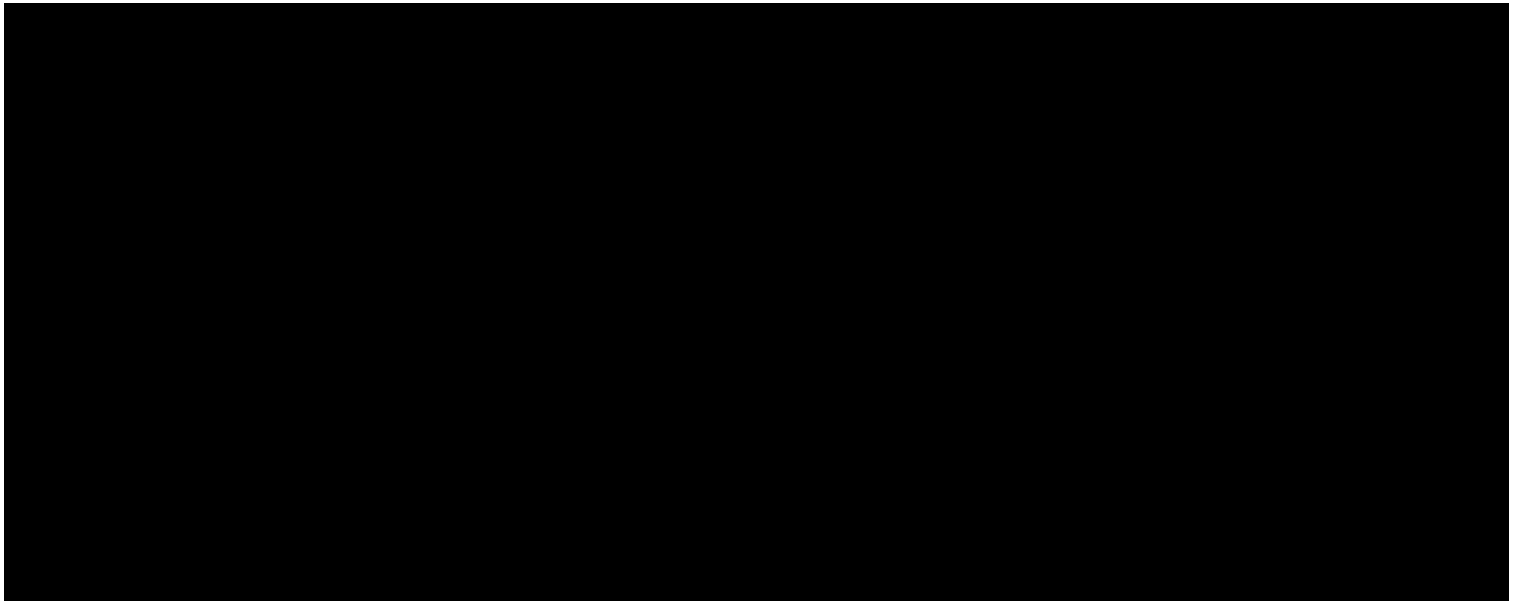
I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Jen Halldorsson

Mangerton NSW 2500, Australia



From: Jel Tho [REDACTED]
Sent: Tuesday, 19 January 2016 3:47 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

We need more public transport, not more expensive bottle necks for more cars as this makes us a non-progressive city. Green spaces eg Sydney Park the significant architecture of Haberfield needs protecting.

1. The enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore; the failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.
2. Billions of dollars of construction contracts have been let before this EIS was lodged.
3. No business case was released until late in 2015. It has now been released but has so many redactions that it can't be independently assessed.
4. A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.
5. A failure to consider negative impacts of the whole project (for example, total loss of vegetation) while relying on unproven, unplanned positive benefits for the whole project.
6. AECOM being paid \$13 million to do this EIS after it has paid out millions for poor traffic modelling and has a conflict of interest due to its other WestConnex contracts.
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I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Jel Tho

Sydney NSW 2041, Australia

[REDACTED]

From: Kathryn Read [REDACTED]
Sent: Tuesday, 19 January 2016 3:29 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 EIS I object to the project and the whole WestConnex . Despite extensive expenditure over the years on roadway (M2, M4, M5, M5 east) getting around Sydney could be so much easier if all that money had been invested in mass transit which moves people more efficiently. Let's build smart like the global city we are meant to be, let's NOT choose 1950s road building responses that are ill suited for modern living and modern cities. Westconnex is investing in the problem and exacerbating it. I choose for my tax to go into solutions - let's build legacy projects that go beyond a band-aid solution. I oppose Westconnex in its entirety because

1. The enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore; the failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.
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I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Kathryn Read

Sydney NSW 2042, Australia

[REDACTED]

From: Paul Kaczorek [REDACTED]
Sent: Tuesday, 19 January 2016 3:29 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

1. The enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore; the failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion.
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I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Paul Kaczorek

Dulwich Hill NSW 2203, Australia

From: [REDACTED]
Sent: Tuesday, 19 January 2016 3:21 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

1. The enormous amounts of extra traffic that will be dumped by WestConnex into Newtown, Erskineville, Alexandria and Enmore; the failure to do traffic modelling outside the project leaving the public to later deal with environmental and financial costs of worsening traffic congestion. This is no solution to traffic congestion. And today, in the Sydney Morning Herald, we have the ridiculous idea of turning the ANZAC Bridge into a public park, in order to funnel more traffic onto WestConnex.
2. Billions of dollars of construction contracts have been let before this EIS was lodged.
3. No business case was released until late in 2015. It has now been released but has so many redactions that it can't be independently assessed.
4. A lack of transparency and accountability and secrecy in this massive project for which costs are escalating at the rate of \$2 billion a year.
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11. A failure to seriously analyse alternatives to WestConnex in this EIS, including public transport combined with other options that would be a better use of \$16.8 billion.

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I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

From: Simon Koreshoff [REDACTED]
Sent: Tuesday, 19 January 2016 3:11 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

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I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Simon Koreshoff

From: Kerry Laws [REDACTED]
Sent: Tuesday, 19 January 2016 3:10 PM
To: DPE CSE Information Planning Mailbox
Subject: Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I make this submission in response to the WestConnex M5 Environmental Impact Statement (EIS). I object to the project and the whole WestConnex because:

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I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely,

Kerry Laws

Sydney NSW 2049, Australia

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
THE REMOVAL OF TREES AND BUSHLAND (CRCIF)

The unjustified West Connx roadway. The recent New M5 EIS admits threatened vegetation communities in the Wolli Creek area will be destroyed.

Inner Sydney suburb (Kingsgrove and Kogarah Gold Course) will see some of the rarest vegetation and native habitat disappear forever.

Our development and planning system is up shit creek and these places should be off limits and not treated as disposable - in exchange for money.

Our government is letting us and the environment down in an unprecedented level for the new age where it should be moving to protect our green assets. How government is so irresponsible to even think this way and they rightly should be criminal acts to destroy such a precious thing.

Just another reason among hundreds of billions of reasons not to support this crazy illogical criminal project

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: margot pearson

[REDACTED]

Address:

[REDACTED]

Surry Hills, NSW
2010

Content:

I wish to express my strong objection to the WestConnex/New M5 motorway proposal. Transport solutions for 2016 will include roads, but not as the main solution to urban congestion. With car usage declining in urban areas it is a surprise to find the state government preparing to pour funds into road construction that will massively damage inner city areas. This is especially so given that this is a time when the population and the demand for housing in these areas immediately west of the city centre is on the increase.

Areas such Newtown, St Peters, and Alexandria are currently developing strongly as urban hubs that attract both families and young knowledge workers forming important settings for innovation in the new economy, similar to those already established in Pyrmont and Surry Hills. These folks are looking for connectivity and amenity. Dumping huge quantities of concrete in the form of circular flyovers at St Peters, Missenden Road and at the end of the ANZAC bridge will constitute major acts of unnecessary vandalism that will not alleviate traffic congestion, but will destroy communities and local businesses. Who will want to be near a six lane road bordering an existing lovely park - Sydney park - that will be thoroughly polluted by the St Peters interchange? How will it affect the development of the Bays precinct with a major road interchange on its border? And how will it improve access to Sydney University and the adjoining hospital with an interchange on Missenden Road?

What is most disappointing about the WestConnex proposal is that it seems to have been developed without any thought to context, to the communities involved, or to other development taking place for public amenity. It is a throwback to the 20th century by a government apparently unaware that there is sound research indicating new trends in population distribution, and in the emerging 21st century economy itself. Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. WestConnex is not a long-term solution to Sydney's congestion problem.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

FAILURE OF PLANS -Travel times

Not only is the WestConnex a massive spend (waste) of public money then the public will be tolled (what a joke) without any transparency it is a road that cannot justify being a road for everybody. I for one cannot remotely see myself using it no matter how hard I tried to see if it was even viable for me in both tolls and travel time. In fact the claim of saving 40 minutes along the M4 with the WestConnex is a farce. Having driven the M4 it takes around 40 to 55 minutes Parramatta to Broadway. If I'm supposed to save 40 minutes travel time that means it will take between zero (a genie blink) to 15 minutes from Parramatta to Broadway. Just another manipulative lie to the public and another reason to object to it.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Martin MCKibbin [REDACTED]
Sent: Tuesday, 19 January 2016 6:00 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I wish to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

In regards to this specific proposal, I also wish to raise a number of specific objections, and I wish to receive a written response to each of these.

This EIS relies on endlessly building new tollways such as the M4/M5 link, Southern Extension and Sydney Gateway to make the New M5 work, despite these additional projects being not only unfunded but unplanned (or if such plans have been released publicly).

The arrogant and substandard assessment of the social and psychological impact of this project on affected areas. For example, the impact of forced acquisition of scores of homes in St Peters on the families affected and the close-knit community that will be fractured as a result is merely briefly described and not assessed. I am not aware of any affected homeowner that was surveyed or even contacted by the authors for this study, which is a gross failing on the part of AECOM.

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The impact of hundreds of diesel trucks, dust and noise on communities, including during years of construction, has been extremely poorly assessed in this EIS. There has also been no attempt to assess the cumulative impact of these from the entire WestConnex project, even though elements such as the M4 East are due to be constructed at the same time. For example, what will be the impact of trucking and dumping the spoil from both projects on residents in the areas where this will be taken? This EIS does not say.

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Yours sincerely,

Martin MCKibbin

Australia 2915, C1296 CABA, Argentina

From: Jordan Verzar [REDACTED]
Sent: Tuesday, 19 January 2016 6:00 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

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Yours sincerely,

Jordan Verzar

Forest Lodge NSW 2037, Australia

From: [REDACTED]
Sent: Tuesday, 19 January 2016 5:58 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

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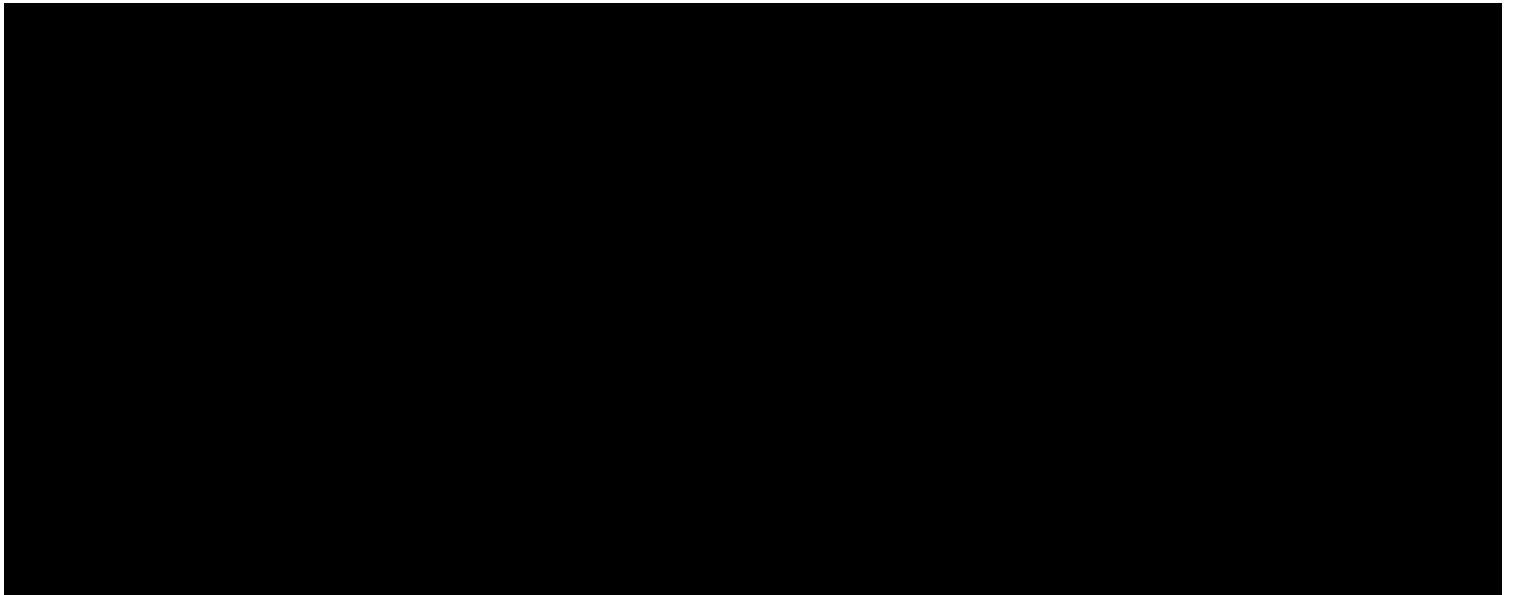
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From: Dion Ford [REDACTED]
Sent: Tuesday, 19 January 2016 5:52 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

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Dion Ford

Sydney NSW 2015, Australia

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Sent: Tuesday, 19 January 2016 5:51 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

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Rebecca Yeomans

Sydney NSW 2132, Australia

From: Carlo Di Loreto [REDACTED]
Sent: Tuesday, 19 January 2016 5:41 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

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If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

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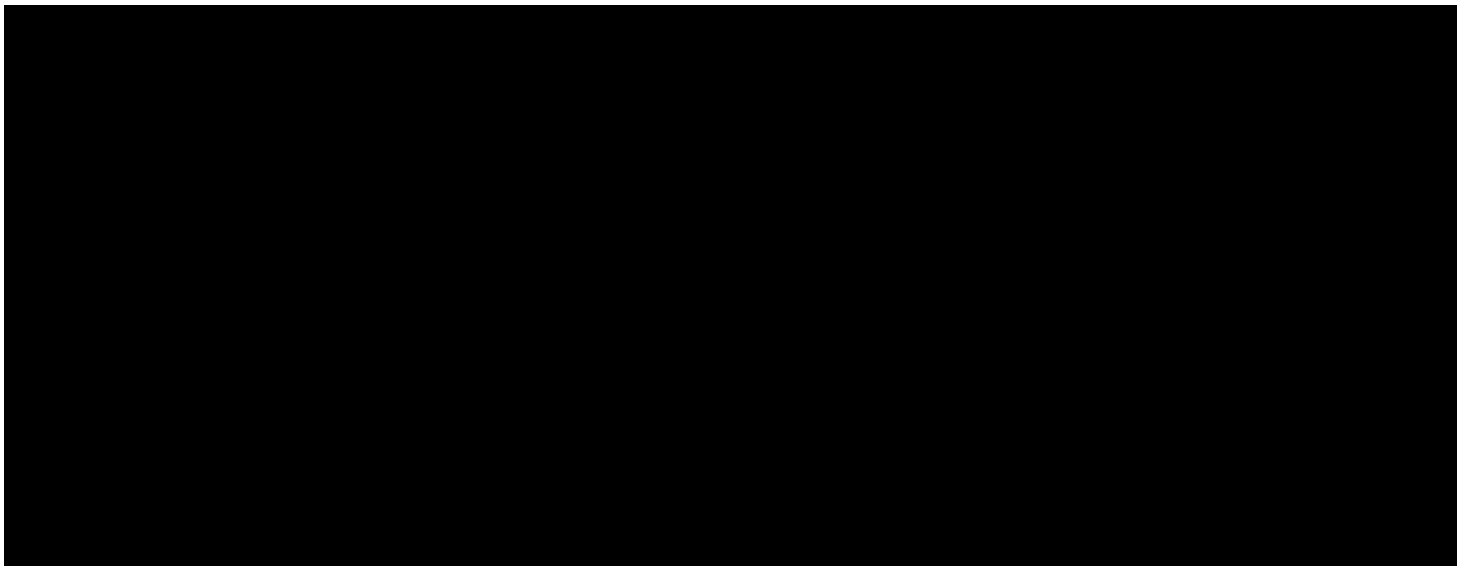
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Yours sincerely,

Carlo Di Loreto



Newtown NSW 2042, Australia



From: Maurizio Labbate [REDACTED]
Sent: Tuesday, 19 January 2016 5:33 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I wish to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

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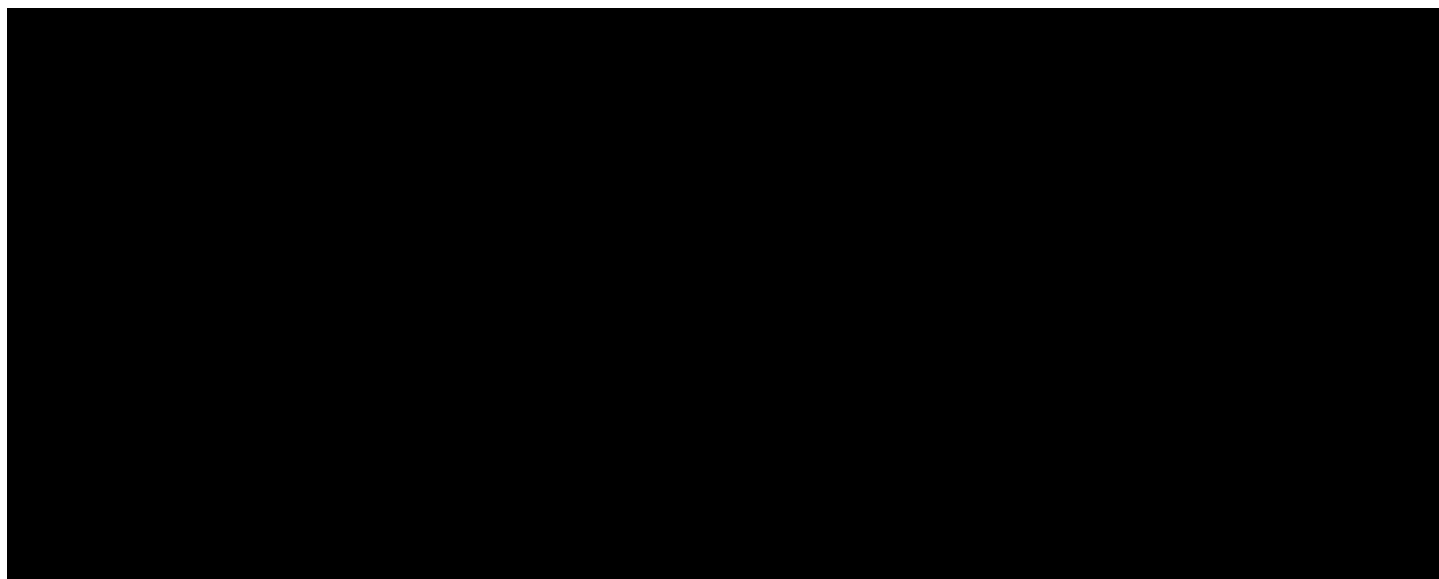
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I therefore ask that you reject this proposal. I expect that my submission will be published with my name and suburb on your website and that you will provide a written response to my objections.

Yours sincerely,

Maurizio Labbate



From: Chris Gerrans [REDACTED]
Sent: Tuesday, 19 January 2016 5:28 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

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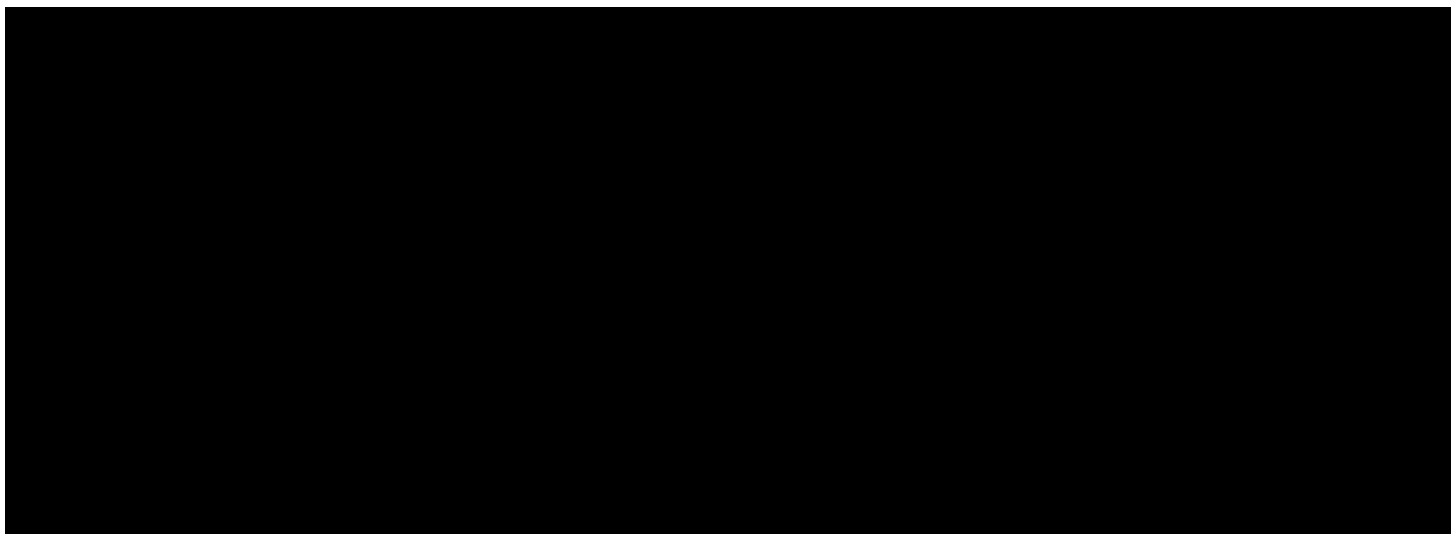
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Sydney NSW 2042, Australia



From: Sibby O'Loughlin [REDACTED]
Sent: Tuesday, 19 January 2016 5:28 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I am extremely disappointed with the Baird Govt for forcing through an ill thought of plan to clog the inner city with traffic. Please build more public transport systems and put on more trains and buses instead of building big highways.

The state govt is secretive and sneaky and not in touch with the people.

I wish to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

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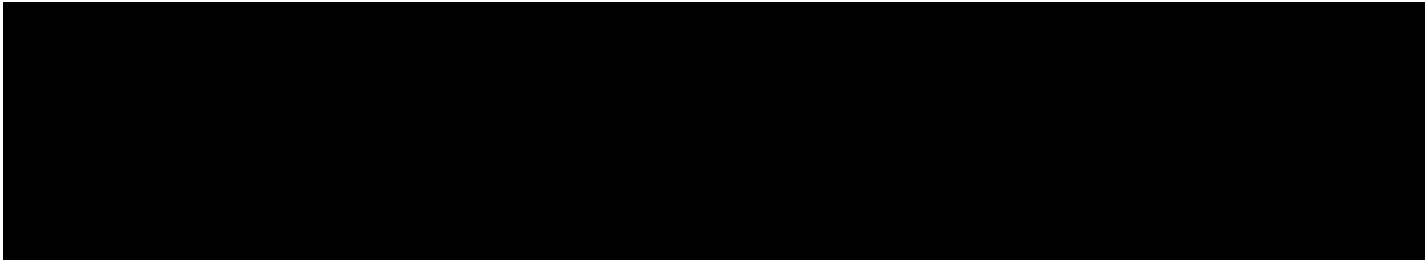
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Sibby O'Loughlin

Sydney NSW 2043, Australia



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Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

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From: Tracy Simpson [REDACTED]
Sent: Tuesday, 19 January 2016 5:13 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

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Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

I recognise there is pressure on several NSW Departments, including yours, to approve this project. I remind public servants of their obligation to the public and to the potential social, health and economic costs of spending \$16.8 billion on WestConnex when it provides no solution to Sydney's transport needs.

I therefore ask that you reject this proposal. I expect that my submission will be published with my name and suburb on your website and that you will provide a written response to my objections.

Yours sincerely,

Tracy Simpson

Sydney NSW 2216, Australia

From: Anton Hughes [REDACTED]
Sent: Tuesday, 19 January 2016 5:08 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I wish to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS). I also object to the entire WestConnex of which this is part.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

In regards to this specific proposal, I also wish to raise a number of specific objections, and I wish to receive a written response to each of these.

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Yours sincerely,

Anton Hughes

Sydney NSW 2042, Australia

From: Holly Thomas [REDACTED]
Sent: Tuesday, 19 January 2016 5:00 PM
To: DPE CSE Information Planning Mailbox
Subject: WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

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Yours sincerely,

Holly Thomas

Sydney NSW 2131, Australia

From: Jonathon Larkin [REDACTED]
Sent: Tuesday, 19 January 2016 4:58 PM
To: DPE CSE Information Planning Mailbox
Subject: Objection to WestConnex New M5 SSI 14_6788 EIS submission

Attn: Secretary, Department of Planning and Environment

Submission to DP & E Project Number: SSI 14_6788 WestConnex New M5

I am writing to register my strong objection to the WestConnex New M5 proposal as outlined in its environmental impact statement (EIS).

The entire WestConnex project is mediocre at best, and disastrous at worst. It will not 'solve' Sydney's congestion problem. But at the cost of billions of dollars in public funding, it will entrench a car-first, people-second approach to our city.

I urge you to reconsider this white-elephant of a project. Similarly flakey ideas have been proposed, but stopped, in the past. Please throw WestConnex on that ignoble trash heap. It's not too late.

Here are my reasons for opposing this lunatic project.

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a long-term solution to Sydney's congestion problem.

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